

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., MARCH 25, 1901.

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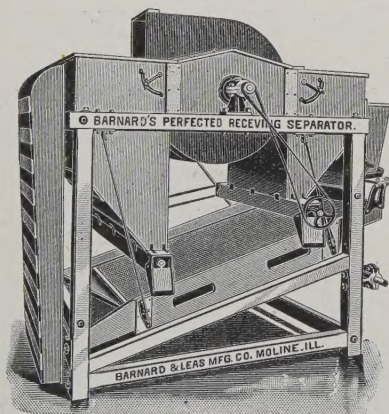
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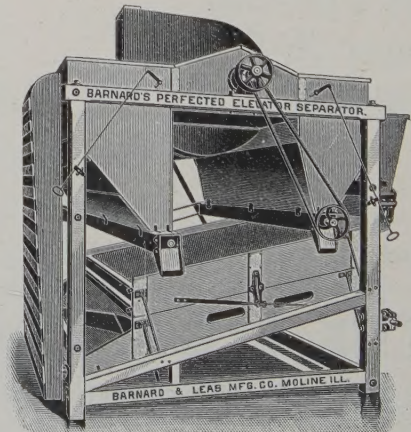
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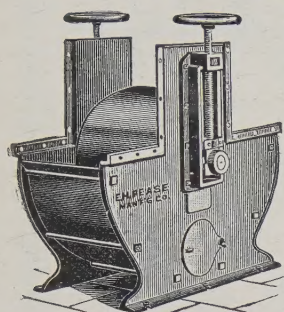
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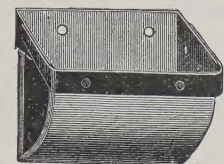
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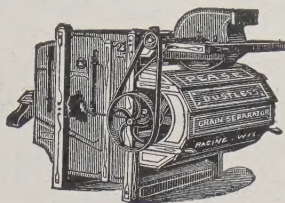
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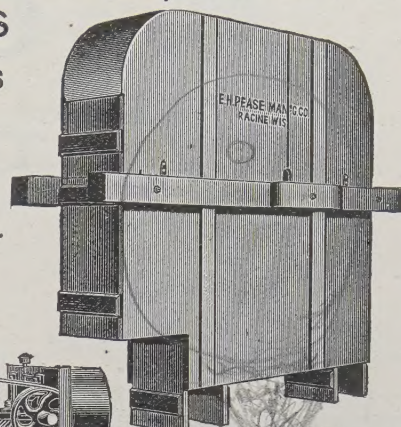
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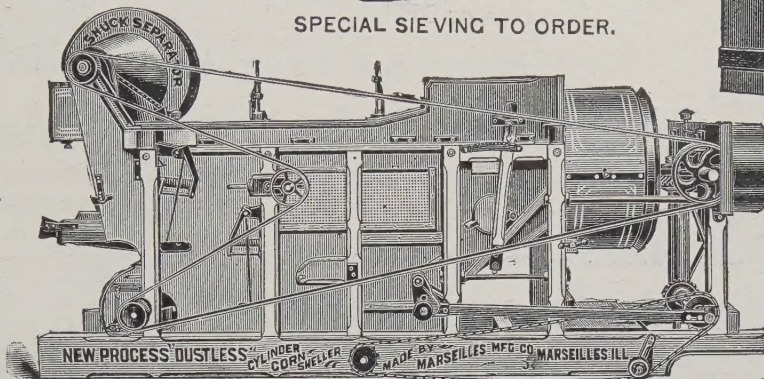
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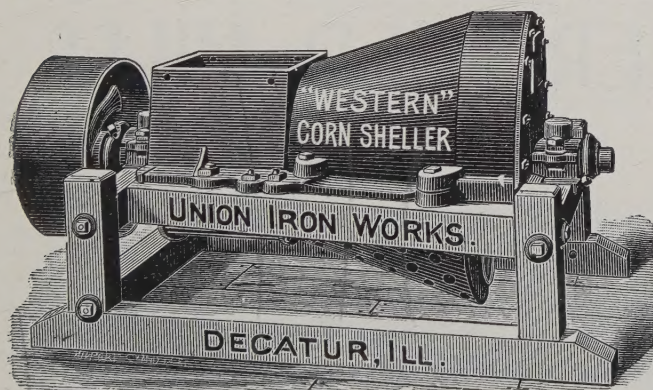
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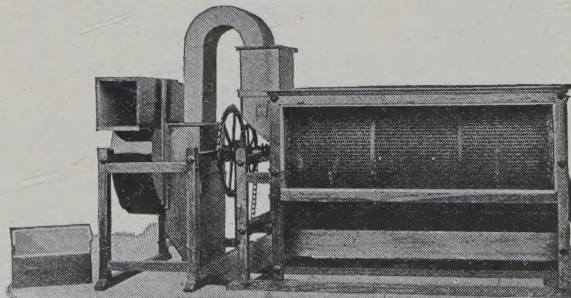
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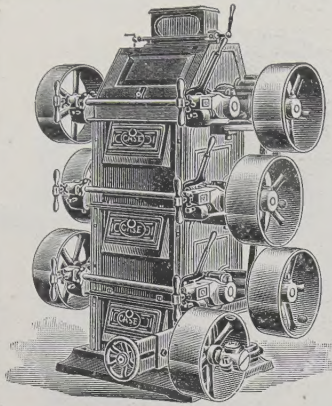
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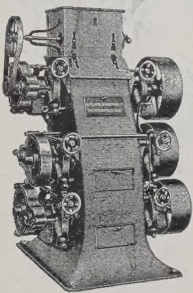
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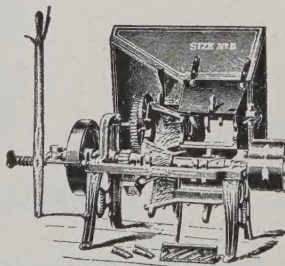
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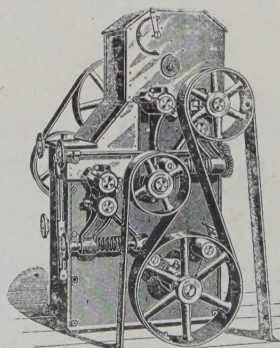
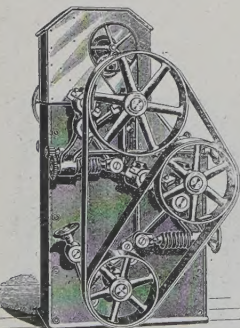
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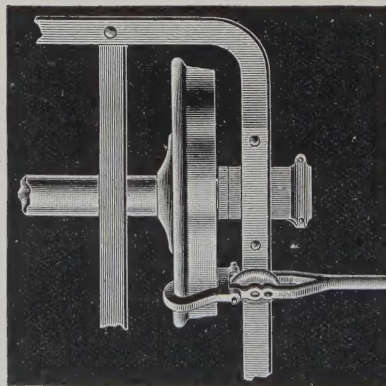
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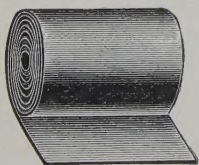
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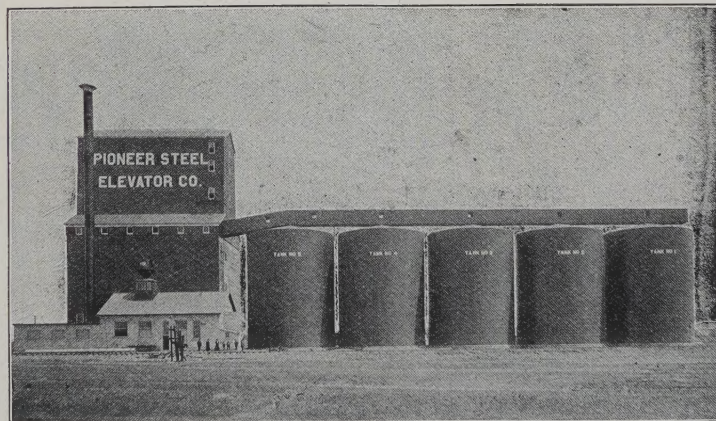
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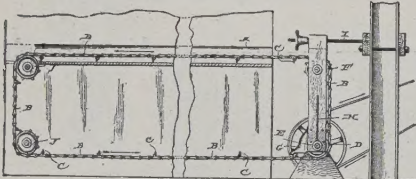
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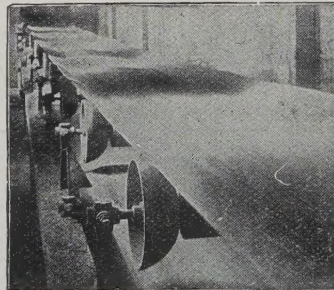
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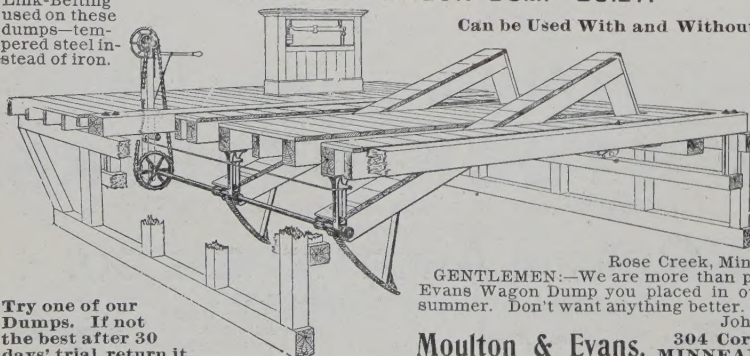
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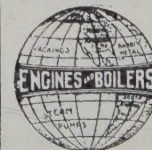
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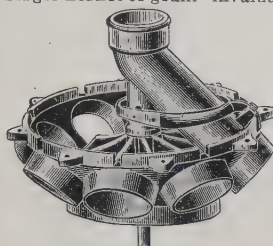
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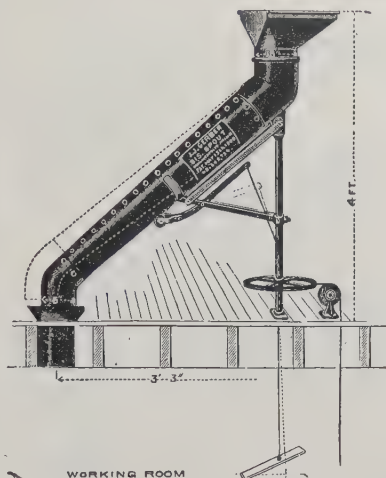
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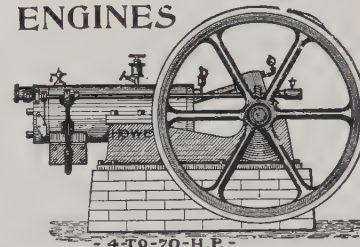
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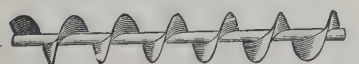
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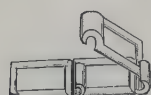
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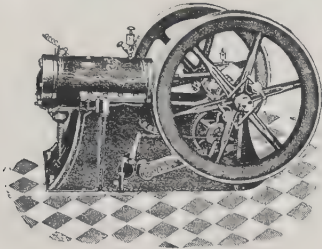
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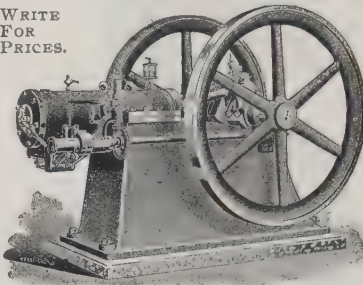
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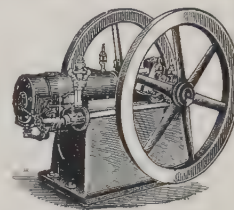
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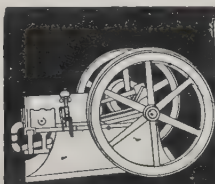
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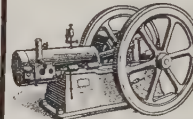
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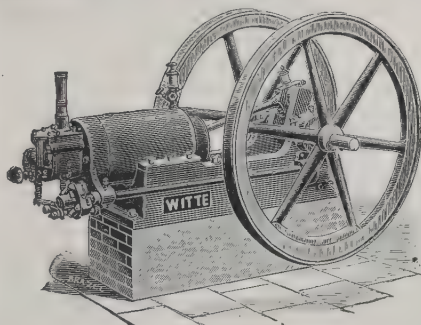
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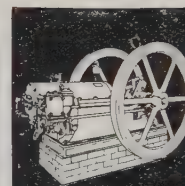
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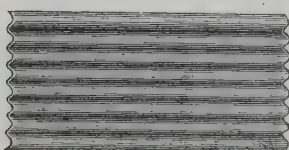
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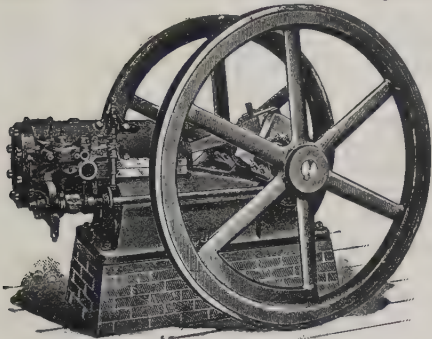
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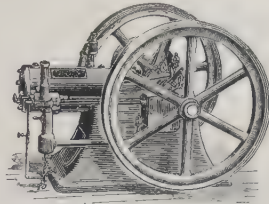
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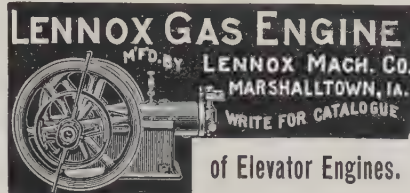
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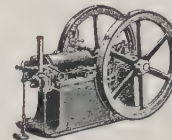
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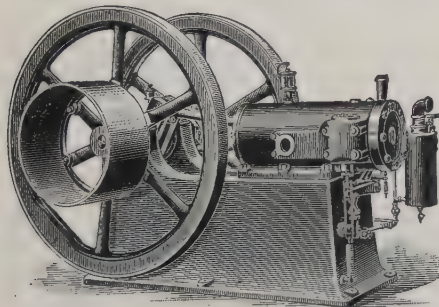


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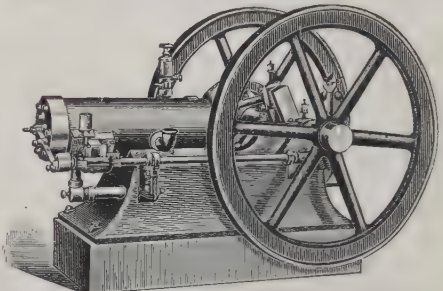
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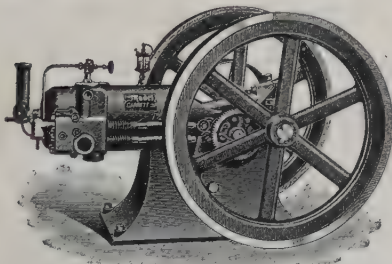
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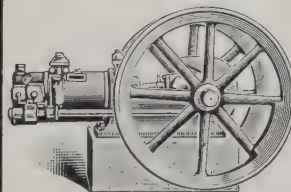
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It always pays to buy the best, the simplest, and the one that costs the least to operate and keep in repair.

Write us for guarantee and compare Model Gas Engine Co. with others. Address Box 950. AUBURN, IND.

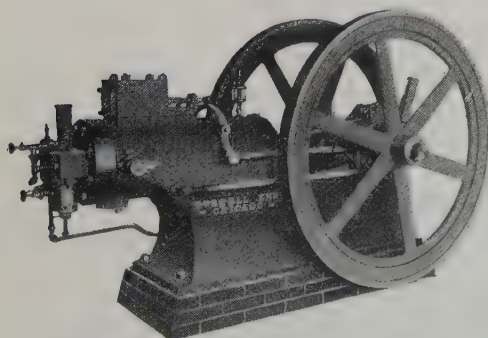


We told you in our last talk that there had been upwards of 58,000 Otto Engines sold. Of this number 10,000 were built in America at our Philadelphia shops, during a period of 25 years. The first engine we built is still running and owned by the Government. Of the balance, 90 per cent are working to-day, examples of what may be expected of correctly designed and well-built machinery.

The life of the Otto engine under ordinary conditions and with proper care is 15 to 20 years. Bear this in mind when looking for power.

Chicago Representative,
T. W. SNOW,
360 Dearborn St.

OTTO GAS ENGINE WORKS,
PHILADELPHIA, PA.



SEND FOR OUR NO. 2 CATALOG.

SKILLIN & RICHARDS MFG. CO.,

241-245 S. JEFFERSON ST.
CHICAGO, ILL.

MANUFACTURERS OF **Grain Elevator Machinery**
OF THE MOST APPROVED KIND.

Rope Transmission.
Link Belting.
Sprocket Wheels.
Pulleys, Hangers, Etc.

Steel Plate Friction Clutches.
Rubber, Leather and Cotton Belting.
Spiral and Belt Conveyors.
Elevator Bolts and Washers.

Salem Elevator Buckets.

Makers of the **BURRELL ENGINES** for Gas and Gasoline.
POPULAR, RELIABLE AND GOOD.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATOR for sale or rent. Fred Hecht, Clarence, Iowa.

GRAIN AND COAL BUSINESS for sale. Address C. Keefe & Co., Maple Park, Ill.

GOOD elevator and coal business for sale cheap; everything new. E. Pankhurst, Farley, Ia.

UP-TO-DATE grist mills, grain elevators and hotels for sale cheap. W. A. Thompson, Attica, Ind.

ELEVATOR at Dunlap, Ia.; grain and coal business. Write for particulars to Lehan Grain Co., Dunlap, Ia.

ELEVATOR, grain, coal and lumber business in S. W. Ia., for sale. Address Wm. Dougherty, Hawthorne, Iowa.

NEW elevator with grist mill. Good trade in grain, seeds, hay, cordwood and live stock. E. M. Small, Yeddo, Ind.

TWO-THIRDS interest for sale in new elevator; capacity, 125,000. Address F. R., Box 6, care Grain Dealers' Journal, 10 Pacific Av., Chicago.

ELEVATOR, cribs and residence for sale; no competition; will sell cheap if sold at once. K., box 5, care Grain Dealers' Journal, Chicago, Ill.

TWO steam elevators on C., R. I. & P. northern Kansas; shellers and cleaners complete. Write L. N. C., Box 6, care Grain Dealers' Journal, Chicago.

ELEVATOR AND FLOURING MILL for sale or rent, with modern machinery; in town of 3,000; railway connection. Inquire Shields & Shields, Howell, Mich.

IOWA ELEVATOR, 8,000-bu.; only elevator at station. Have other business. Will sell cheap. Address Barley, box 4, care Grain Dealers' Journal, 10 Pacific Ave., Chicago, Ill.

ELEVATOR for sale; 20x52; strongly built of oak; iron roof; 1 pair dormant scales; no machinery; on leased ground on Wabash R. R. at Colton, O. Will exchange for Paulding county land. Cecil Grain & Lumber Co., Cecil, O.

NEW elevator and dwelling, best machinery, scales, gas engine, 2 cleaners, everything first class and complete. Town ships 250; cars, stock and 300 cars grain a year. Want to go south and must sell all. A. R. McGoon & Co., Hawkeye, Iowa.

MILL & ELEVATOR in the best grain belt cent. Ill. Capacity of mill 50 bbl., of elevator 40,000 bu.; both in first class condition and doing good business. or will exchange for good farm land. A. J. C., box 1, care Grain Dealers' Journal, Chicago, Ill.

ELEVATOR, with good coal and wood business, in one of the best localities, with good territory in southwest Minn.; capacity, 16,000; in first-class condition and doing good business; gasoline power; good reason for selling. J. H. box 5, care Grain Dealers' Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR in Big Miami River bottom on main line Big 4, Elizabethtown, O. Capacity, 8,000 bu. corn, shelling capacity, 2,500 bu. per day. Wagon dump, feed mill, rolls for fine meal, new boiler, good engine, steam drier. For particulars write Early & Daniel, 6th and Harriet Sts., Cincinnati, O.

MINNESOTA elevator and coal business; new year ago; 20,000 capacity, well built; hopper and dump scale and 6-h. p. Fairbanks gasoline engine in good condition; good farming country; must sell account poor health. Cheap if taken at once. T. H., Box 6, care Grain Dealers' Journal, Chicago.

ELEVATORS WANTED.

RESIDENCE to exchange for elevator or land; Minn., S. D. or N. D. Address 427 Hutchinson, Minn.

WANT to rent elevator at good grain point in Ill. R. B. C., Box 3, care Grain Dealers' Journal, Chicago.

WANTED to Rent—Elevator in Ia., or Minn.; 8,000 to 10,000 bu.; with privilege of buying. Box 66, Grover, S. D.

ELEVATOR wanted, on line of U. P. or B. & M., in Neb. B. S. C., box 4, care Grain Dealers' Journal, Chicago, Ill.

ELEVATOR at good Ill. or Ia. point wanted, for E. Kan. imp. farm. J. C. Porterfield, 4523 Union Av., Chicago.

ELEVATOR wanted to buy in N. W. Ia. or S. Minn. Must be in good grain town. Address Box 22, Meriden, Ia.

WANTED, to lease, medium-sized elevator in some good grain territory. B. R., Box 6, care Grain Dealers' Journal, 10 Pacific Av., Chicago.

ELEVATOR wanted in good district of Illinois, Iowa or Nebraska. State price. Address Four, Box 6, care Grain Dealers' Journal, Chicago.

ELEVATOR wanted, to buy, in east or S. E. Neb. State capacity, power, machinery and shipments during year. N. A., box 4, care Grain Dealers' Journal.

WANTED, to lease with privilege of buying, a grain elevator in good location, Iowa or Minnesota; give full particulars by mail. Address G., box 5, care Grain Dealers' Journal, Chicago, Ill.

WANT to buy or lease an elevator in a good town that has a bank, in Ohio or Indiana. Write particulars in the first letter. Will pay the right price for the right place. Address Lock Box 500, Lewisburg, O.

ELEVATOR wanted to buy in corn and oats belt; state power, capacity, price, annual shipments, etc., in first letter; must do large business and be in good condition. B. L., Box 285, care Grain Dealers' Journal, Chicago.

MACHINES FOR SALE.

ONE No. 4 Barnard's Double Screen Corn Cleaner for sale. W. H. Caldwell, 1117 Royal Ins. bldg., Chicago, Ill.

WESTERN SHELLER No. 4, \$25; Barnard-Leas No. 2½ Dustless Wheat and Oat Extractor, \$35. J. B. Outram, Lippincott, Ohio.

SEPARATORS, clippers, corn scourers, mill and elevator supplies. Also second-hand machinery. A. S. Garman & Sons, Akron, Ohio.

CORN SHELLER, portable, 4-hole Marseilles; good condition; \$75 f. o. b. cars here. Goodrich Bros., Hay and Grain Co., Winchester, Ind.

OAT CLIPPERS, secondhand, for sale at a bargain: two No. 5 "Eureka." Address R. B., box 7, care Grain Dealers' Journal, 10 Pacific av., Chicago.

SCREW conveyor, elevator boots and belting, and Cyclone Dust Collector for sale. Write for catalog No. 326. The Chicago House Wrecking Co., W. 35th and Iron-sts., Chicago, Ill.

GRAIN FOR SALE AND WANTED.

CLOVER AND TIMOTHY seed, home grown, for sale by Schlatter & Seaward, Bellevue, Iowa.

EARLY CHAMPION OATS for sale. For sample and prices address W. F. Harris, Williamsburg, Iowa.

SEED OATS wanted, car lots; mail sample and price delivered Marcellus Sta., N. Y. F. B. Mills, Rose Hill, N. Y.

BUYERS wanted for millet, Hungarian broom corn seed, cane seed and seed corn. M. B. Sherwood, Brashear, Mo.

KENTUCKY B. G. S., 75c per bu. f. o. b. cars; best grade; pure seed; try it; sample 2c. John G. Rogers & Co., Wade's Mill, Ky.

CLOVER SEED for sale. A limited amount of home grown, re-cleaned Mammoth and Alsike. W. E. Hurd, Logansport, Ind.

FARM SEEDS—Choicest new varieties of seed corn, oats, wheat, barley, rape and all kinds of field and grass seed. Iowa Seed Co., Des Moines, Ia.

SEED CORN, St. Charles, White and Southern White Corn; write for prices and samples; also clover seed. Schisler-Corneli Seed Co., St. Louis, Mo.

FARM SEEDS of all kinds; re-cleaned Ohio beardless spring barley; Huron, dent, and other varieties seed corn; clovers; timothy. Write for prices. Henry Philipps Seed & Implement Co., 115 St. Clair-st., Toledo, O.

MACHINES WANTED.

FEED MILL. Good second-hand roller feed mill wanted; must be in good order. Dixon Cereal Co., Dixon, Ill.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second hand, can get their wants promptly supplied by advertising them in this department.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

ENGINE for sale; 15-h. p. Chandler & Taylor; at a bargain. Write for price. R. E. Cunningham, Brook, Ind.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., 23 N. Clinton st., Chicago.

ENGINE and boiler, 35-h. p. with heater, low price, fine order, ready to ship. McKinney, 1533 Marquette bldg., Chicago.

GASOLINE engines 2 to 8 h. p. No better built and price right. Catalog. Complete electric and pumping plants. J. D. Wallace, Champaign, Ill.

GASOLINE engines for sale; 3-h. p. Gus, 5-h. p. Fairbanks, 7-h. p. Otto, 15-h. p. Chicago, 40-h. p. Wolverine, Backus Gas Engine Co., 171 Lake St., Chicago.

SECOND-HAND gasoline engines; one 4-h. p. Van Duzen; one 12-h. p. Otto; one 14-h. p. Charter; also other makes. Write C. D. Holbrook & Co., Minneapolis, Minn.

PEERLESS 8-h. p. steam engine and Fairbanks-Morse 15-h. p. boiler for sale; in good repair, with all connections for 2-leg elevator. Having enlarged elevator have no use for this machinery. Write or call on Bartley Gulshen, Odell, Ill.

GASOLINE engines: 2½-h. p. Fairbanks, \$120; 4-h. p. Fairbanks, \$200; 5-h. p. Lewis, \$175; 6-h. p. Fairbanks, \$250; 6½-h. p. Webster, \$235; 10-h. p. Webster, \$265; 12-h. p. Fairbanks, \$350; 12-h. p. Otto, \$300; 30-h. p. White & Middleton, \$700. A. H. McDonald, 36 W. Randolph-st., Chicago.

ENGINES FOR SALE.

OTTO GAS ENGINE, ten-horse power; good order. Chas. E. Prunty, Main and Market, St. Louis, Mo.

SITUATION WANTED.

POSITION wanted as manager of elevator or line of elevators, by young man of experience. E. C., Box 6, care Grain Dealers' Journal, Chicago.

SITUATION wanted as buyer with good grain firm, 20 years' experience; can manage elevator, do millwright work and have tools. Married, speak German. H. B. R., box 156, Waverly, Ill.

POSITION wanted by an experienced grain buyer. References furnished and required. Understand steam and gasoline engines. Address E. S. B., box 2, care Grain Dealers Journal, Chicago.

POSITION wanted in general office of elevator company; fully competent to take entire charge of all work pertaining to management of agents and other general work. E. M. Rogers, 1827 10th Av. S., Minneapolis, Minn.

POSITION wanted in an office where the work is light and no objection will be made to my smoking cigarettes. Know all the latest rag-time songs and can whistle like a mocking-bird. Will go anywhere for big pay and short hours. Address Fred, Box 6, Grain Dealers' Journal, Chicago, Ill.

SCALES FOR SALE.

FAIRBANKS Hopper Scales, 60-bu.; good as new; \$40. J. B. Outram, Lippincott, Ohio.

TRACK SCALES for sale, in good repair; 60 tons, 34-ft. rail. Groveport Elevator Co., Groveport, O.

ENGINES WANTED.

STEAM plant wanted, 10x16 automatic engine, side crank, R. H.; 54x16 boiler, pumps, heater, all connections. E. J. Sharp, Forest City, Iowa.

MISCELLANEOUS.

FLOUR MILL WANTED at good grain point, where there is no competition. Give full particulars. Address Peace Lover, room 94 Traders bldg, Chicago, Ill.

CAPITAL WANTED—\$25,000 to \$40,000. To establish business and plant for buying, renovating and selling salvage grain. Rare opportunity; little competition. Advertiser controls the only drier profitable for such work. Hess, 708 Tacoma bldg., Chicago.

IOWA farm wanted in exchange for Chicago wholesale and retail grain business, with good equipment of machinery and gas engine, teams and wagons; long established with good trade. Good building. Also membership in Board of Trade. If desired would rent real estate to buyer of business. Must trade, or sell on account of health. Address Fred Grimsell, 78 West Erie St., Chicago.

FOR SALE-MISCELLANEOUS.

BAGS, 5,000 2d-hand grain, at 8 cents each. Foell & Co., St. Louis, Mo.

CORN CRIB VENTILATORS, adjustable, fit any crib, reduce liability of deterioration to a minimum, the invention of N. S. Beale, Tama, Iowa. Write for particulars.

Benson Bros. & Co., Mahomet, Ill.: Our elevator is not sold yet, but we have a number of inquiries and all we care for at present. You might stop ad. for the present until we see what we can do.

LOCATIONS FOR ELEVATORS

in Illinois, Iowa and
Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agt., C. G. W. Ry.
604 Endicott Bldg.
St. Paul, Minn.

FREE to SUBSCRIBERS

If any subscriber to the Grain Dealers Journal desires a copy of the GRAIN DEALERS AND SHIPPERS GAZETTEER for 1899-1900, they can obtain one by sending 25 cents in stamps to prepay express charges. This book is said to contain the Freight Agents Official Lists of Grain Dealers and Millers on over 100 lines of Railroad. The names are arranged by railroads. The book contains over 200 pages and is well bound in cloth with flexible cover.

Address, GRAIN DEALERS JOURNAL, 10 Pacific Ave., Chicago, Ill.

**GRAIN
DEALERS JOURNAL**
10 PACIFIC AVE., CHICAGO, ILL.

190

Gentlemen:—Enclosed find One (\$1.00) Dollar,
for which please send the *Grain Dealers Journal* on the
10th and 25th of each month for one year to

Name.....

Post Office.....

State.....

LUMBER

We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone.

JOHN SPRY LUMBER CO.,

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

Champion Corn Sheller

It's the "Champion," and its rightly named. We think it has no equal—certainly none unless you pay three or four times the "Champion's" price.

Its work is easy and rapid. You ought to see and try the "Champion." It is fully guaranteed. Write for descriptive circular.

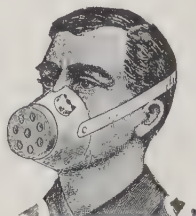
R. H. McGRATH,

ESTABLISHED 1851.

LAFAYETTE,

INDIANA.

Keep Dust Out of Your Lungs



USE THE Hurd Respirator

Made of Soft Rubber Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

Hamilton Rubber Mfg. Co.

MANUFACTURERS OF HIGH GRADE

RUBBER BELTING

Rubber and Cotton (Rubber Lined) Fire Hose, Packing, Valves, Gaskets, Mats and Matting.

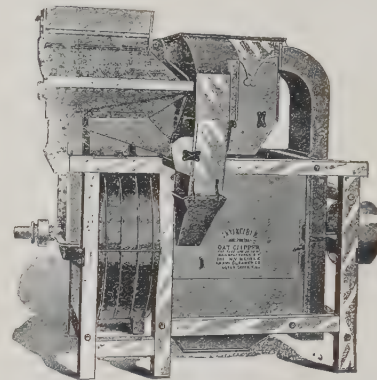
WRITE FOR SAMPLES AND PRICES.

NEW YORK
PHILADELPHIA
PITTSBURG

161 East Lake St., CHICAGO.

Telephone Main 2296.

INVINCIBLE OAT CLIPPERS



ARE SUPERIOR TO ALL OTHERS BECAUSE

They clip rapidly, perfectly and without waste.

They have great capacity, economy of operation, simplicity and durability.

They will clip for years, run smoothly and require but little power.

They are dustless and do not hull the oats.

Made in 11 regular sizes, 50 to 1,200 bushels per hour. We manufacture corn and cob separators and cleaners, scourers, separators, cleaners, needle screen gravity separators and spiral belt separators.

Write for our catalog.

Invincible Grain Cleaner Company,

Invincible Works, Silver Creek, N. Y.

Represented by

W. J. SCOTT, Wyoming Hotel, Chicago, Ill.

EDW. A. ORDWAY,

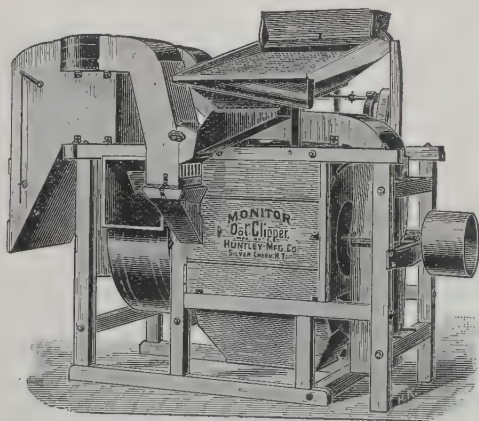
512 Exchange Bldg., Kansas City, Mo.

CHAS. H. SCOTT,

Nicollet Hotel, Minneapolis, Minn.

J. N. BACON,

Blachierne Block, Indianapolis, Ind.



MONITOR

OAT CLIPPERS, GRAIN CLEANERS,

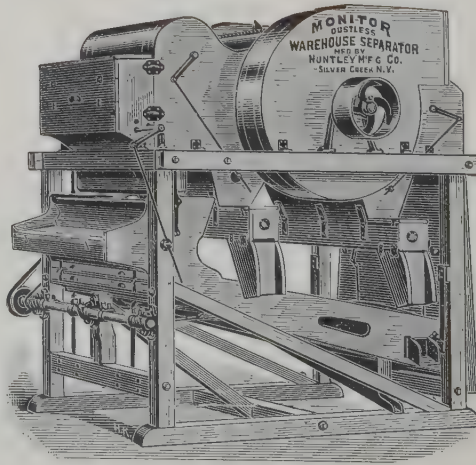
BARLEY, CORN AND FLAX CLEANERS.

STANDARD THE WORLD OVER.

WRITE FOR FULL INFORMATION,
CIRCULARS, ETC.

Huntley Mfg. Co.,

Silver Creek, N. Y.



GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
BY THE

GRAIN DEALERS COMPANY,

10 Pacific Avenue, Chicago, Ill.

CHARLES S. CLARK,
EDITOR AND MANAGER.

J. CARVER STRONG,
ADVERTISING REPRESENTATIVE.

SUBSCRIPTION RATES:

One Dollar per year; Sixty cents for six months. Invariably in advance. Fifteen cents should be added for exchange when sending local check.

To Foreign Countries within the Postal Union, postage prepaid, \$1.75.

ADVERTISING RATES

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

LETTERS

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., MARCH 25, 1901.

Any Hessian flies on your wheat?

The man who mails a check on his local bank may not have to pay exchange, but the recipient does.

The report that the threatened hegira to Milwaukee was due entirely to thirst is without any foundation.

The National Hay Association encourages receivers to ignore regular hay shippers and bid the growers.

The catalogs being sent out this year to the trade by machinery manufacturers excel all previous efforts in this line.

Painting an elevator with whitewash or very cheap paint may cover its blemishes and protect it from the elements until—well, perhaps until the job of painting is completed, but not much longer.

Good-bye to the bucket shops. Now country speculators will be confined to the incorporated exchanges and stand some show of receiving their money when on the right side of the market.

The American Steel & Wire Co. has joined in the formation of one of those philanthropic price-raising trusts and the price of bale ties will henceforth be so high that hay will have to be shipped in bulk.

The continued good work of the check weight bureau established by the Kansas State Grain Dealers Association in Kansas City serves to emphasize the necessity for disinterested weighmen in every central market. Chicago has this, but unlike Kansas City, the department is under the direct supervision of the Board of Trade. In neither market are weights

complained of, which is conclusive evidence that correct weights can be obtained if the trade is willing to pay the price.

The Standard Oil Company paid another of those \$20,000,000 dividends last week and its agents, having despaired of finding any logical excuse for the continued high price of gasoline, now admit that the company wants the money.

The contract has been let for another steel elevator at South Chicago. The stock company insurance companies by their greed will soon drive the wooden elevator out of central markets and incidentally may dwarf their own field for business.

Clover, timothy and other grass seeds are generally valuable enuf to warrant every shipper equipping his elevator with the best cleaner obtainable. A cheap cleaner does not cost much to install, but it generally costs more to operate and the poor work done invariably makes it the most expensive machine on the market.

If you are thinking seriously of building a cheap elevator—one just good enuf to do the work, be fair enuf with yourself to consult some dealer who did likewise several seasons ago. Ask him how much it cost to have the elevator propped up and strengthened, or to save the grain spilled and pay for the lives sacrificed by his parsimony.

Some Quebec men interested in Canada's export wheat trade have been talking very enthusiastically in the newspapers regarding the shilling per quarter registration tax Great Britain will place on wheat from the United States. As Canada does not have near enuf to spare, to supply Great Britain's imports it will be difficult to determine who will gain by such a tax.

Reports of prospective improvements continue to reach us in large numbers; owing to this fact, the demand for elevator machinery will be better than ever. Those contemplating improvements should not put off buying until the last minute, and thus repeat the experiences of those who tried to have their orders filled at any price two years ago, and without success.

St. Louis receivers are certainly making an earnest effort to arrive at the various causes of short weights in their market, and to recommend such changes as seem necessary to insure correct weights and a reasonable charge for weighing. Whether their investigations and recommendations shall result in relief to the trade, as yet remains to be seen. It is to be hoped that committees will be kept at work until St. Louis will have a reputation for good weights as

wide spread as its present reputation for short weights. The country shippers can not be expected to be satisfied until a marked improvement is attained.

The Cincinnati Price Current became so puffed up over its frog and bull experience with the Government crop reports last year that it has the nerve to venture a guess on the stocks in farmers' hands.

If the price of corn continues to advance as is confidently predicted, the average for the first year of the new century will be so large that Statistician Hyde will find it necessary to lay in a fresh supply of figures. Have you bot choice seed corn for your farmer friends? It wud pay you as well as them to have the best used, as it will not be necessary for you to handle the seed for nothing, either.

If your elevator or the grain in it is infested with insects better hasten to give both a thoro application of bisulfide of carbon, before you suffer heavy loss. A South Dakota correspondent recently sent us a million specimens of a new minute insect he caught rolling his wheat into balls. They were entirely new to our bug expert, so we sent them to an entomologist, who will find out about them or give them a name.

The Grain Dealers Union of Southwest Iowa has just held one of the most successful and best attended meetings its members have ever had the pleasure of attending. Its remarkable success is due largely to the careful and persistent work of its officers, who have guarded carefully the interests of every member and striven to treat all interests fairly. Their reelection but emphasizes the complete confidence of the trade in them.

The good fellowship, which the more progressive receivers of Kansas City are determined shall be established between their market and the Kansas Grain Dealers Association, is no longer mythical. The narrow-minded trouble breeders long did harm to themselves as well as to their fellow members of the Exchange, but the past is past. The Exchange has royally entertained the members of the State Association and the best of feeling must henceforth prevail.

The Buffalo-New York railroads are not caring much about canal competition these days. They have had more than they cud handle all winter, and expect to get a lion's share of the business the year around. The transportation facilities of the Erie Canal are so wretchedly handled as almost to place the canal out of business except for the movement of wagon-load lots of grain. The Governor of New York has recommended the expenditure of \$25,000,000 in the improvement of the Erie Canal, but if the port of New York and the Western shippers are to profit by past or future dredging the canal must

be opened to companies with enuf capital and enterprise to move grain in cargo lots.

In discussing Price-Regulating Associations, the Farm Implement News of Chicago very rightly remarks that, "associations which attempt to regulate prices tread upon dangerous ground. Let the associations weed out illegitimate competition and the regular trade, without an agreement, will see that profitable prices are maintained." If the Associations will persist in bringing fighting members together, they will see the error of their ways and find a way out of their troubles.

If you are not on friendly terms with your competitor do not attempt to irritate him with stories to farmers of how you propose to run him out of business, lest the curse fall on your own head. Doubtless there is enuf exaggeration in every statement you make about him to anger, and enuf truth to sting, but neither mood is conducive to pacification or the fostering of friendly relations. If you must talk, let it be in the interest of your own business and his and never forget the cordial "Good morning, John!" when you meet him.

Country elevator men who use large quantities of gasoline will find it to their profit to invest in an iron tank large enough to hold a carload of gasoline. If such a tank is well made and incased in a stone or brick house under ground, it will pay for itself in the reduced cost of gasoline before many months have passed. An Indiana dealer who wearied of paying 15 cents a gallon by the barrel, finally put in such a tank and bought a carload of stove gasoline, 69 degrees test, for 5¾ cents per gallon. The philanthropic Standard Oil Company tried to discourage his building of the tank, on the ground that the evaporation would more than offset the saving. The consumer, however, was disposed to believe the oil company to be prompted by selfish motives, so proceeded to install his tank with the result that he has effected a considerable saving.

Texas grain shippers are again suffering from Mississippi hold-ups. The latest firms to profit by the unfair laws of that state are P. P. Williams & Co., and A. G. Russell, Jr., both of Vicksburg. Secretary Dorsey of the Texas Association spent some time in Mississippi recently investigating different cases and is so thoroly convinced of the dishonorable determination on the part of many Mississippi buyers to rob shippers that he does not hesitate to advise all shippers to refuse to sell any party in Mississippi or to sell any one who is going to ship to that state, except where grain is accepted and paid for at point of shipment. Secretary Dorsey is righteously indignant

over the disreputable methods of the Mississippi buyers and is convinced that any of them may be expected to take advantage of shippers at any time regardless of long and satisfactory business relations. The experiences of many shippers prove that outsiders will profit by refusing to do any business with the so-called merchants of that state.

After holding out about nine months, the telegraf companies have agreed to terms much more exacting than when the Chicago Board requested them to cease supplying quotations to bucket-shops. It was difficult for them to perceive that the board was entitled to a voice in their distribution, but this right is now granted without exception and the Board will receive \$30,000 a year from each company for the privilege of distributing. A case of costly near-sightedness on the part of the telegraf companies.

The spring question with many elevator men, as with many city flat occupiers, is, "Are you going to move?" This feature of the trade is clearly evidenced by the number of advertisements published in our columns devoted to "Elevators for Sale" and "Elevators Wanted" in each number. There are, of course, many legitimate reasons for moving, but the inability to live peacefully with one's competitors is not among that number. Judicious association work in such a market is all that is needed to place fighters on friendly relations and enable each to do business on the live and let live plan.

The Grain Dealers Union of Southwest Iowa and Northwest Missouri quickly followed the good example set it by the Kansas State Association in accepting the proposition of the National Association to federate with it, and thus lead the way to the formation of a strong organization. With the unstinted support of all state and local associations, and sufficient funds to command the entire time of a secretary, surely such an organization, with the influence of the various organizations supporting it, can handle interstate, national and terminal market troubles much more expeditiously, and with less expense, than can the various organizations ever hope to do; either working independently, or together. The National Association with its Indiana and Ohio Divisions and its affiliated membership in Iowa and Kansas, together with its individual membership, is already in a position to do far more effective work than ever before. Should the Nebraska, Iowa, Illinois and Ohio State Associations see fit to federate with the other organizations thru the National, then will the trade have an organization with greater influence and strength than was even dreamed of last year. But after these have given their aid to the good work, other territory is still to be heard from; notably, Oklahoma, Indian Territory and

Texas, and there is every good reason to believe that the organizations of the Southwest would profit as much thru federation as any of the others. Minnesota is also being organized and there is every reason to believe that the progressive grain merchants of that state would gladly lend their support to the federation.

Barley buyers continue to pay a premium for "purified barley" because they realize real quality and are willing to pay for the improvement. The bleacher who kills his barley, kills his own trade; but this is not necessary, as every one conversant with modern methods is fully aware. Come to think about it, the time set for that much advertised criminal "persecution" is passed. Can it be that the agitation has had the desired effect? Why don't the prosecutors remove the mask and show themselves?

Repeated complaints by grain receivers to the effect that the associations did them no good, altho they contribute freely to their support and assist them by cutting from their lists, scoop-shovel men who are large shippers of grain, has resulted in the evolution of a plan to make the associations of as great value to the receivers as they now are to the shippers. The Grain Dealers National Association will, thru its arbitration committee, offer to adjust differences between receivers and shippers and publish an Arbitration Bulletin, which shall contain the names of those individuals who are not disposed to follow fair commercial methods, nor to arbitrate differences. Receivers in every market have repeatedly suffered at the hands of shippers, who, thru trickery, have brought the entire shipping trade into disrepute, and placed the best of shippers under suspicion by the receivers. In one market no less than one dozen firms have a large amount charged on the debit side of their ledger against an Iowa shipper whose overdrafts are never made good. It is hoped by means of bulletins, to be issued by the National Association to its members, to warn the trade against professional tricksters before every member of the trade has been fleeced. Those who are not a member of the National, or of a federated body, will be able to avail themselves of the services of the arbitration committee by joining an affiliated body, or upon the payment of \$10. Honest differences between shippers and receivers can also be adjusted at small expense, and more friendly relations maintained among the members of all associations. The country shippers will profit by having the tricksters among their numbers advertised and driven out of business, because these same individuals are generally rank disturbers in their home markets. There are not many of them, which is gratifying, but fewer of their ilk wud make life pleasanter for the receivers.

LETTERS FROM THE TRADE

TO CONSIGN OR SELL ON TRACK.

Grain Dealers Journal: In the last number of the Journal I read a letter headed, "To Consign or Sell on Track," stating that dealers who consign their grain with judgment probably make more money. Allow me to ask who uses the best judgment, he who sells on track or he who consigns, if when two cars are started at the same time for the same destination one takes two weeks, while the other goes there in three days?

It strikes me that the market changes are very material in a couple of weeks, and it is hard to tell whether you will hit the 3-day market or hit one overstocked and with the bottom knocked out.

It is bosh to talk of stealing by such good men as Armour. Where are the state weighmasters whose certificates we always get?—A. A. Weston, Victor, Ia.

GASOLINE BOUGHT BY CARLOAD.

Grain Dealers Journal: In regard to the best method for elevator men who use gasoline engines to get their supplies of gasoline and how to store it, we would recommend storage tanks, and the purchase of oil in tank car lots.

Where an elevator company is using several gasoline engines at different elevators, we would recommend a central tank station, buy the gasoline in tank cars and then distribute to the elevators in iron drums. By using gasoline in this way the saving is about 25 per cent. over buying it in wood.

Iron drums cost about \$4.25 each. An elevator company could supply itself with fifty, more or less, as its wants would require. Drums are found very convenient for shipping gasoline without loss. We are supplying quite a number of elevator companies that are using gasoline in this way. —Craig Oil Co., Toledo, O.

FROM MINNEAPOLIS.

Grain Dealers Journal: Powell & Co., of Warren, have purchased the large warehouse of Olsen & Holen at Argyle, Minn.

Honstain, Bird & Co., architects, will erect a 20,000-bushel elevator at Elkton, S. D. It will be modern in all particulars, with gasoline engine, dump and scales.

C. F. Haglin, builder, reports that part of the material for the construction of the new Chamber of Commerce has arrived and that he intends to complete all except the interior before Jan. 1.

The recent snow was much welcomed by the cereal growers, as they find that bare ground in latter March is most injurious to crops.

E. H. Tromanhouser has just completed plans for a 35,000-bushel elevator to be built in very near future at Adair, Ia., by A. R. Savage. Mr. Tromanhouser says business appears to be awakening, and that there is much work in sight.

F. M. Malzahn is building a large warehouse at Bemidji, Minn.

The Elbow Lake Grain Co. has filed articles of incorporation to do business at Elbow Lake, Minn., with \$10,000 capital stock.

The fireproof elevator craze which has taken hold of Minneapolis is meeting with favor by the grain men.—G. V. K.

A CORRECTION—DOING GOOD BUSINESS.

Grain Dealers Journal: We notice in the Journal of March 10 a letter from a gentleman at Sherwood, stating that scoopers have killed the business here.

In justice to ourselves and the locality that we represent we feel constrained to say that if the grain business is killed, it is a lively corpse.

Altho at present the roads are almost impassable we very recently took in at our elevator in one day twenty loads of grain. Thousands upon thousands of bushels of grain have been marketed at this place, and there is yet more that is held by farmers for the market.

It is true that R. P. Lipe has placed some timbers upon the ground for a new elevator to be built some time in the future. Should the elevator be erected we would consider it an advantage to a grain buyer in this community; as the soil in this locality is as productive as any part of the state of Ohio. When we take into consideration the number of acres of grain raised here we are forced to the conclusion that one elevator at this point, altho of large capacity, would hardly be able to handle the vast amount of grain brot here to market.—H. G. Frese, Sherwood, O.

IMPROVING WEIGHTS AT ST. LOUIS.

Grain Dealers Journal: The leading members of the St. Louis Merchants Exchange have called the attention of the southeastern railroads to the refusal of the western country grain shippers to allow their grain to go beyond St. Louis in bulk without being officially weighed in elevators, and to the shippers' objection to the present method of car to car sacking.

With a view to handling the grain traffic of St. Louis with greater facility and economy, and more in conformity with the advantages and privileges granted to other grain centers the dealers of St. Louis have earnestly requested the southeastern railroads to allow three-quarters of a cent per 100 pounds for transferring and weighing grain through public and private elevators in St. Louis and East St. Louis, pointing out that this would permit sacking the grain during transfer, cause the prompt return of cars and enable the commission merchant to make a prompt remittance to the western shipper with official elevator certificate of weight.

If the grain dealers would make an effort, I believe, in addition to the foregoing privilege from the southeastern railroads, they could obtain from the western lines a concession in the way of free storage for the first term of say ten days. This charge could be absorbed by the railroads in the rate of freight. It seems that it should be worth one cent per 100 pounds to them to have their cars unloaded promptly: This applies equally to through-billed stuff, so that western roads would have control of their equipment, in place of their cars running to the seaboard.

Receiving roads now have to pay for their track transfers; and if it were not for the fact that they aim to get cars of the western roads to go through, on account of shortage in their own equipment, I believe they would readily concede one-half cent per 100 pounds, espe-

cially as by placing the grain in an elevator here their cars could be loaded to full capacity.

The handling of grain through public elevators would benefit the shipper in another way. It would enhance the value of all grades, especially of grain grading below No. 2. At present the pickings of the off-grades go to private houses or are sold by sample on track, so that anyone buying the grades pays accordingly, as the grades are cut down to the very lowest point. If the general run of these grades went into elevators they would be much improved and consequently bring a better price. Surely the value of grain is to some extent based on the quality.

I also think that public elevators should be controlled by the terminal railroads, thus avoiding manipulation of grades and mixing. I firmly believe that the placing of the grain in an elevator here is the only solution of the trouble in regard to weights and delays.—A. Miller, St. Louis, Mo.

CORRECT WEIGHT WORTH COST TO SHIPPER.

Grain Dealers Journal: In the Journal of March 10 I notice a criticism on the charge at St. Louis, of \$1 per car for weighing.

As we have recently secured the privilege of having grain weighed in the elevator here at an expense to the shipper of \$1.50 per car; I feel that the remarks referred to are liable to leave the shipper under a misapprehension.

Pittsburg, for years past, has not had an enviable reputation in regard to weighing, simply because we could not get official weights, except by putting in elevator and paying regular elevator charges, which was prohibitory. In the absence of official weight we were obliged to accept the weight as reported by the buyer, who was an interested party. This led to endless dispute, and the dealers here were at a disadvantage, being compelled to adjust to the satisfaction of the buyer.

On behalf of the Central Elevator Co., which issued this rate, I wish to say that the charge is by no means excessive. The car has to be unloaded, swept out, the grain elevated, weighed and reloaded. With the detail necessary to properly attend to the business, I feel that they furnish full value for the charge, and, the fact that so many of the shippers are availing themselves of the privilege is good evidence that the service is appreciated.—R. S. McCague, Pittsburg, Pa.

Rice amounting to 930,000 pounds and bran, meal and polish amounting to 17,917,000 pounds, was exported during the seven months ending Feb. 1, as reported by O. P. Austin, chief of the bureau of statistics; compared with 855,000 pounds rice and 18,603,000 pounds rice bran, meal and polish during the corresponding period of 1899-1900.

The Philippine Islands imported during the eight months prior to Sept. 1, 15,875 bushels of barley, 1,682 bushels of wheat, 100 bushels of corn and 75,435 barrels of wheat flour, as reported by the War Department; compared with 7,590 bushels of barley, 5,095 bushels of wheat, no corn and 35,147 barrels of flour, during the corresponding period of 1899-1900.

ASKED AND ANSWERED

FORM OF STOCK BOOK.

Grain Dealers Journal: Grain is all handled in bags here and we want a book to keep a record of all grain on hand. Ruled for "Date," "Name," "Wheat," "Oats," "Barley," "Flax," and other information and would consider it a favor if readers would send me a page of a book like this or have it published in the Journal.—Idaho.

INSECT IN WHEAT—WHAT IS IT?

Grain Dealers Journal: While shipping grain I discovered in the middle of a large bin of wheat a ball which I took to be moulded wheat. When discovered I took the ball to the light and found it was alive with small grayish white insects. The creatures are very minute, as small as a pin point, and can scarcely be detected by the naked eye. Their presence is evidenced by the moving of the mass in which they are at work. I found only one ball. The insects appear to be in spots in the bin. The wheat in the bin appears to be bright, except where the bug has worked. I would be pleased to learn from any reader of the Journal just what the insect is.—H. H. Swift, Henry, S. D.

GRAIN CARRIERS.

A session of the Interstate Commerce Commission was held March 21 at Kansas City, Mo.

The Sea & Lake Insurance Co. is being formed by vessel owners and shippers on the Great Lakes.

The Adena Railroad Co. has been incorporated to build a line from Adena to Martin's Ferry, O.

D. B. Lyons and F. M. Hubbell are promoting a railroad to be built from Des Moines to Muscatine, Ia.

Tracklaying has been completed on the extension of the St. Louis and San Francisco Railroad from Sapulpa, I. T., to Denison, Tex.

The Nebraska senate has repealed the old law creating a state board of transportation, to pave the way for the enactment of a constitutional measure.

Free storage for grain at Norfolk, Va., has been abolished by the railway and steamship companies. All freight on hand after March 31 will be subject to storage charges and regulations.

Grain freights from the Pacific Coast to the European ports have declined from above 52s, which was paid last year, to below 38s at present. A dozen ships are headed toward Portland, Ore., and rates are easy.

The Chicago, Milwaukee & St. Paul has purchased the Milwaukee & Lake Superior Railroad between Granville and North Lake, Wis. The company will convert 58 miles of road between Preston and Reno, Minn., into standard gauge.

Ocean freights from the Atlantic seaboard to Europe are the lowest on record. A steamer has recently been chartered at New York for grain to Cork for orders at 2s 6d per ton, and the rate from Boston to Liverpool has declined to 1¼ cents per bushel.

Failure to pass the river and harbor bill delays many new works on the Great Lakes. Nothing will be done on new

work the coming summer, and since a new river and harbor bill may not be passed and approved until July 1, 1902, the second summer also will be lost.

Ice on the Great Lakes has been broken up by the high winds. Little ice appears at the western end of Lake Superior, while Green Bay is covered with the frozen fluid and a large field is floating about in Lake Michigan. The ice remains firm at the straits of Mackinac.

F. H. Clergue, the well known Canadian railway and steamboat man, is advocating a new marine insurance company backed by the government to take risks on boats navigating the St. Lawrence River, which underwriters at present seem indisposed to assume, at least at any practical rate.

SEEDS.

Cuba imported during July and August, 1900, 2,978 pounds of clover seed, as reported by the War Department.

The United States appraiser at New

1,825,500 pounds timothy seed, 224,135 pounds other seed, and 40,800 bushels flaxseed, during the corresponding week a year ago.

Chicago received during the week ending March 23, 189,800 pounds of clover seed, 546,900 pounds timothy seed, 222,400 pounds other seed, and 76,500 bushels flaxseed; compared with 304,000 pounds clover seed, 1,432,400 pounds timothy seed, 177,200 pounds other seed, and 91,400 bushels flaxseed, during the corresponding period of 1900.

J. F. Zahm & Co. report that the receipts of clover seed at Toledo, O., for the week ending March 16 were 1,120 bags; shipments, 4,815 bags; receipts for the season, 63,360 bags; shipments, 89,279; compared with receipts of 5,874 and shipments of 9,260 bags for the week a year ago; and receipts of 129,302 and shipments of 136,387 bags for the season a year ago.

O. P. Austin, chief of the bureau of statistics, reports that during the seven months ending with February 1 we exported 2,754,000 pounds of timothy seed,

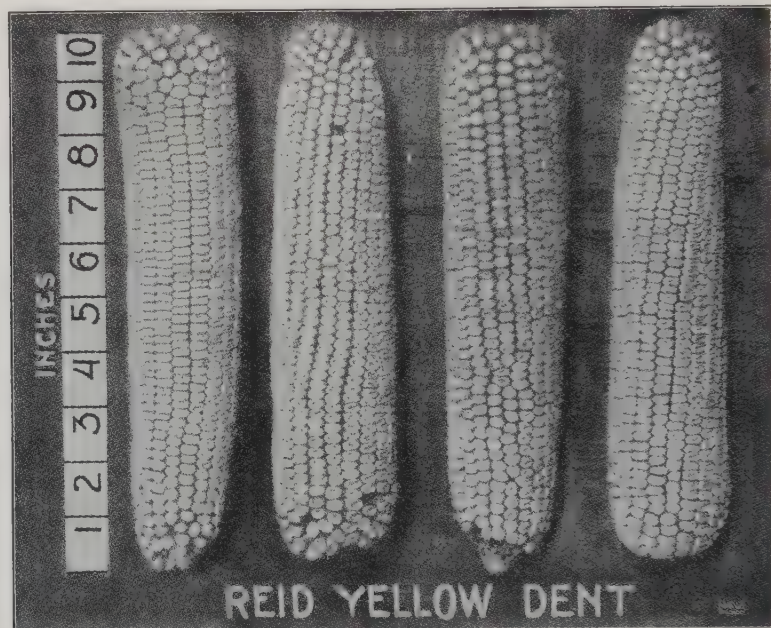


Fig. 1. Characteristic Ears of Reid Yellow Dent Corn.

York has ruled that the seed of *Zizania aquatica*, known as wild rice, Indian rice and water oats, is free of duty, under the provision for grass seed not specially provided for.

The Albert Dickinson Seed Co. of Chicago has purchased 62 acres on the Calumet River, South Chicago, where, it is said, two elevators will be built, one for the Albert Dickinson Seed Co. and the other for the American Linseed Co.

Clover seed amounting to 9,311,000 pounds was exported during the seven months prior to Feb. 1, as reported by O. P. Austin, chief of the bureau of statistics, compared with 22,775,000 and 11,754,000 pounds during the corresponding periods of 1899-1900 and 1898-9.

Chicago shipped during the week ending March 23, 538,880 pounds clover seed, 1,479,100 pounds timothy seed, 192,400 pounds other seed, and 6,300 bushels flaxseed; against 453,600 pounds clover seed,

2,708,000 bushels of flaxseed and 26,606,000 pounds of cottonseed; compared with 8,628,000 pounds of timothy seed, 2,732,000 bushels of flaxseed and 27,294,000 pounds of cottonseed during the corresponding period of 1899-1900.

The movement of millet seed, which has been going on for about six weeks, is coming more into evidence. Some merchants who have not sold any up to date are adding them to their stocks, and a heavy movement is expected to last for the next two months. The season of buying reaches its height in May, but a number are laying in seed not only because they can secure them at a price which is probably cheaper than they can be had in May, but also because when a fitting season comes they will have nothing to do but put the seed in. Millet has of late years been quite popular and will probably be more so this year than formerly.—Banner, Nashville, Tenn.

SELECTING SEED CORN.

In the Grain Dealers Journal for March 10, we published an article on the selection of seed corn in which several prominent defects were illustrated. Readers will no doubt be filled with questions as to what variety has sufficient merit to warrant them in recommending it to the farmers of their district. Bulletin 55 of the Iowa Agricultural College Experiment Station contains the results of a number of interesting experiments made by James Atkinson, B. S. A.

During the crop season of 1900 nineteen varieties of corn were grown at the station, these being selected as the best out of fifty grown in '98 and '99.

In this case small plot conditions are identical with field conditions, the hills being forty inches apart, there being no space between varieties. The corn was all planted May 12th on well manured ground. In the following table is given date of ripening, percentage of corn in ear, pounds of grain per bushel and the yield per acre:

Variety.	Ri- pened.	Corn in Grain Ear. per per	Yield per Bu. Acre.
Reid's Yellow Dent.....	Sept. 10	85.5	59.9 100.3
Legal Tender.....	" 13	87.0	60.9 96.3
Snowflake White.....	" 7	84.4	59.1 95.1
Early Yellow Rose.....	" 4	85.4	59.8 94.5
Seckler's Perfection.....	" 10	92.3	64.6 92.4
Champion White Pearl..	" 14	86.2	60.3 90.9
Golden Beauty.....	" 10	82.6	57.8 89.7
Mammoth Cuban.....	" 10	84.4	59.1 86.5
Western Yellow Dent...	" 15	86.8	60.8 83.7
Nebraska White Prize..	" 4	81.7	57.2 81.5
Lenocher's Homestead..	" 4	84.7	59.3 80.6
Star Leaming.....	" 4	85.0	59.5 80.6
Iowa Silver Mine.....	" 2	85.7	60.0 79.5
Riley's Favorite.....	" 2	86.9	60.8 78.7
Western White Dent....	" 3	85.4	59.8 78.0
Iowa Gold Mine.....	" 3	86.6	60.6 74.1
Pride of the North.....	" 2	86.3	60.4 71.2
Goddard's K'g of Earlies	" 3	80.3	56.2 67.9
Wisconsin Earliest Dent	Aug. 15	87.8	61.5 52.5

The largest yields in the above table are all selected stock. Mr. J. L. Reid, of Delavan, Ill., has been breeding and

Characteristic ears of this variety are shown in Fig. I.

Legal Tender has been improved by Nims Bros., Emerson, Iowa. This is one of the later maturing varieties and is better adapted to the middle and southern part of the state. The ears of this variety are of good length, well filled from butt to tip and it is withal a lusty, vigorous variety. Where a goodly share of fodder is desired together with liberal yield

BUCKET SHOPS TO BE WIPED OUT.

The Commissioner of Internal Revenue, Washington, D. C., on March 2, revoked the ruling of 1899 under which bucket shops have been operating. The Commissioner is preparing a circular letter to be sent to collectors of internal revenue calling attention to the new law and directing its enforcement.

After April 1 any person or corporation who makes any contract or agree-

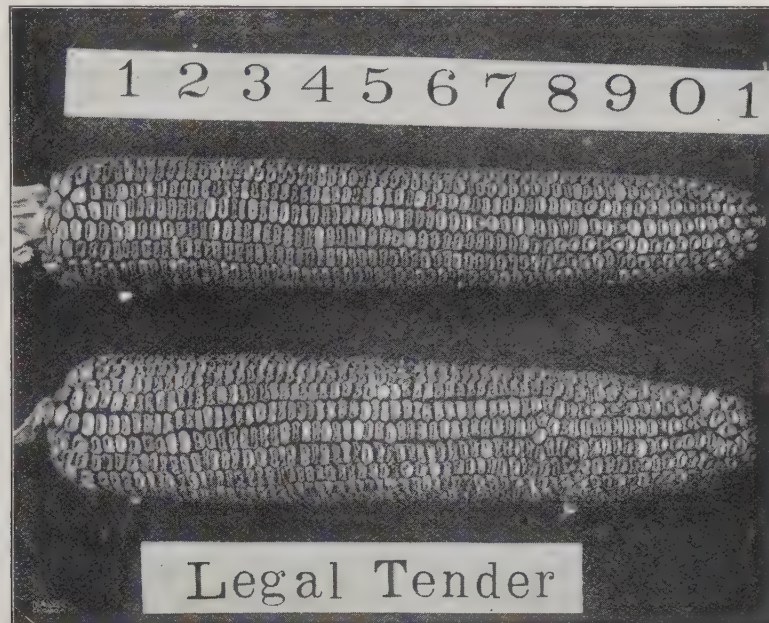


Fig. II. Good Representatives of Legal Tender Corn.

of grain, these requirements are combined in the Legal Tender. It is shown in Fig. II.

Iowa Silver Mine, although somewhat

ment of sale of provisions, grain and the like, where delivery is not contemplated, shall affix and cancel stamps to the equivalent of 2 cents per \$100 of value.

A bucket-shop proprietor who falsely represents that his deals are executed on an exchange will be prosecuted by the Federal authorities. Should he acknowledge that he is operating a bucket shop he will escape the Federal government, but will be liable to arrest and conviction by the local police of any town under the laws of the states.

Attorneys state that a person or corporation not a member of a board of trade can continue to deal in grain on margins if arrangements are made to deliver and receive the commodity. However, the carrying of warehouse receipts will require large capital, which few of the bucket shops possess, and most of the parasites will be exterminated.

Mexico's imports during September, as reported by Miguel M. Irigoyen, in charge of the statistical section, included 49,913 kilograms of oats, 278,163 of wheat and 1,465,220 of corn. The exports were, during the same time, 1,350 kilograms of wheat, 3,944 of corn and 17,296 of rice.

Cuban imports for the seven months prior to August 1, as reported by the War Department, included 1,434 bushels of wheat, 877,599 bushels corn, 176,851 bushels oats, 134 bushels rye, 10,945 bushels barley, 1,081 tons hay, and 101,870,000 pounds rice; compared with 529 bushels wheat, 1,294,864 bushels corn, 91,328 bushels oats, 5,018 bushels rye, 4,748 bushels barley, no hay, and 111,797,000 pounds rice, for the corresponding period of 1899.

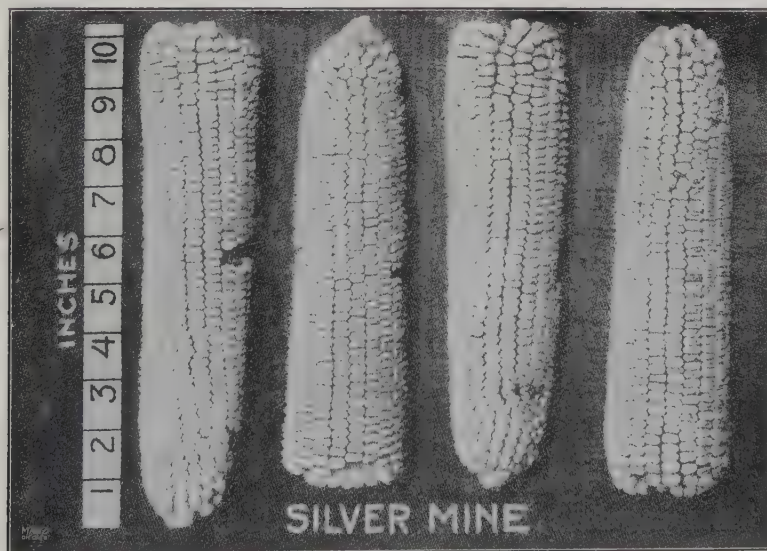


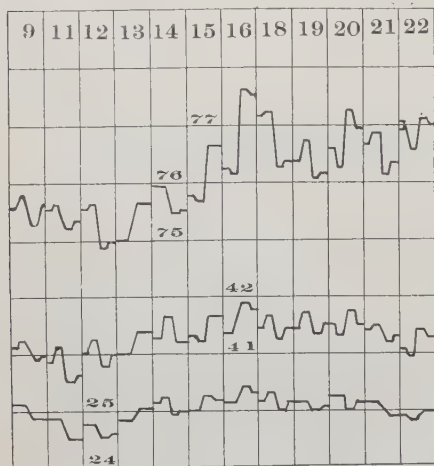
Fig. III. Typical Ears of Silver Mine Corn.

selecting Reid's Yellow Dent for a period of thirty years and has now obtained a variety that is wonderfully productive. The ears are uniform; are well filled out at butt and tip; the rows are straight and exceedingly well packed together. The kernels are narrow but very deep, being somewhat on the shoe-peg order.

lower in yield this season is nevertheless one of the safe white corns for central and northern Iowa. The ears are shorter and the kernels broader and more shallow than the best yellow corns, though the percentage of grain in ear is up to the average, being nearly 86 per cent. Silver Mine ears are shown in Fig. III.

PRICES AT CHICAGO.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to March 23 are given on the chart herewith:



WILL BUILD ELEVATOR AT EAST ST. LOUIS.

Grain Dealers Journal: We have arranged with the Southern Railway Co. for the immediate construction of a 1,000,000-bushel grain elevator on the company's terminals at East St. Louis. The house will be completed in time for the movement of the new wheat crop, and will give the St. Louis market its needed facilities to handle the southeastern trade in competition with other markets.

The importance to St. Louis of this connection is apparent from the large extent of the Southern Railway, with an aggregated mileage of 9,000, covering a radius from Washington, D. C., on the east to New Orleans on the south. Besides taking a share of the St. Louis traffic the new elevator will aid in drawing grain to St. Louis which hitherto has gone to other markets.

By its recent acquisition of the Louisville, Evansville & St. Louis Consolidated Railroad and the Mobile & Ohio Railroad, and with them the valuable East St. Louis terminals commonly known as the Venice & Carondelet Belt Line, access to all roads terminating at St. Louis is given the Southern Railway.

The elevator will be built along modern lines, and no expense will be spared in making it a rapid and economical house for the handling of grain. The building will be located on the bank of the Mississippi River, and will have extra marine facilities for the convenient loading and unloading of river boats; which traffic gives promise of growing to enormous proportions.

Southern pine, brick and stone will be employed in the construction. The house will have 150 bins ranging in size from 2,000 to 10,000 bushels each and will be designed in a manner commonly termed "overhead" system, so that each bin will empty itself by gravity. It is to have five stands of receiving elevators, and five loading elevators, each with an elevating capacity of 10,000 bushels per hour. The cupola will contain ten sets of garners and hopper scales with 80,000 pounds capacity each, so it will be possible to weigh the largest cars in one

single draught. The engine and boiler rooms will be detached from the main building and made of fire proof material with brick smokestack, the construction of which alone will require 155,000 brick. The power will be a strictly up-to-date compound engine of 800 horse power.—McReynolds & Co., St. Louis, Mo.

Linseed meal amounting to 256,178,000 pounds was exported in the seven months prior to Feb. 1; compared with 279,071,000 and 281,763,000 pounds, in the corresponding periods of 1899-1900 and 1898-9, as reported by O. P. Austin, chief of the bureau of statistics.

The bureau of statistics of the Treasury Department has prepared an exhaustive analysis of the surplus cereal movement of the United States and wheat trade developments in the far northwest. Copies will be sent on application, until the edition is exhausted.

ANNUAL MEETING GRAIN DEALERS' UNION.

The fifth annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was called to order at 2:40 p. m. by President D. Hunter of Hamburg, in the League Room of the Grand Hotel, Council Bluffs. He called the visitors to the front and requested the members to remain in the room until the proceedings were finished. President Hunter then read the following address:

PRESIDENT'S ADDRESS.

It gives me great pleasure to meet so many of you here today, this being our fifth annual meeting. It shows that your interest in association work is growing and that you must have derived some benefit from it or you would not all be here. When we met last in this building we had serious trouble on our hands, and those who had the work to do in settling it will probably never forget the Shenandoah fight. I believe that was the only time since our organization that I felt like giving up the ghost, and had it not been for the pride of keeping alive an organization that I had taken an active part in from its inception I believe I would have laid down at that time, but through perseverance of the officers and governing board the trouble was finally settled, and today, with the exception of slight differences between dealers at one or two points, the territory covered by our association was never in so harmonious a condition; and I am in hopes these differences will be settled before this meeting adjourns.

I hope, gentlemen, you will take more interest in this meeting than you did in our last meeting here, and stay in the room until adjournment. At that time we had several matters to put before you, but the members filed out one and two at a time until there were scarcely a dozen in the room, who broke into little knots of three and four and began discussing matters foreign to the grain business, and we were obliged to depart without so much as a formal adjournment. One of the matters we wished to put before you was the sending of delegates to the National Association meeting at Indianapolis. As we could not get your ear or any action on matters that might arise during the ensuing year, the secretary and myself were obliged to take the matter in our own hands and spend some of your money without your consent. We gave our time gratuitously, you paid the expense. If, after we have explained matters, you do not approve of our action you will have a chance to say so through the ballot today.

We attended the meeting of the National Association at Indianapolis for the purpose of posting ourselves on the working of that body and to learn if possible the advisability of supporting it in the future, of which we will have more to say later.

We also visited a meeting of the secretaries of the different associations at Omaha, and later one at Kansas City of the secretaries and presidents of Nebraska, Kansas, Indian Territory, Oklahoma and the Iowa State for the purpose of forming a closer alliance of the different associa-

tions for mutual benefit and protection. At Kansas City it was decided that the secretaries and presidents of the states named invite the secretary and president of the Illinois Association and secretary and president of the National Association to meet in St. Louis for the purpose of conferring with the members of the Chamber of Commerce and railroad officials regarding the weighing system of that city, which has given the shippers so much grief the past two years. Accordingly on the 26th of February the following gentlemen met in St. Louis: Geo. S. Hays, president, and A. H. Bewsher, secretary, Nebraska Association; L. Cortelyou, president, and E. J. Smiley, secretary, Kansas Association; C. T. Prouty, secretary, Oklahoma Association; W. J. Strange, secretary, Indian Territory Association; G. A. Wells, secretary, Iowa State Association; H. C. Mowry, secretary, Illinois Association; B. A. Lockwood, president, and Charles S. Clark, secretary, National Association; G. A. Stibbens, secretary, and D. Hunter, president, Southwest Iowa and Northwest Missouri Association.

We found conditions in St. Louis very bad, not through any special fault of the commission houses, but because the city had charge of the weighing, which gives 2x4 ward politicians a chance to make capital out of it, and places privileges in the hands of irresponsible parties, and the shipper had to stand all the irregularities. We were very cordially welcomed by members of the Chamber of Commerce and local agents of the different roads, who were glad to have us come and help them out of their dilemma. Steps had been taken to take the weighing privileges out of the hands of the city, and a bill to that effect had passed the assembly, but had been blocked in the council. The commission men thought our coming, representing, as we did, 5,000 or 6,000 shippers, would have a good effect, and they have concluded to take matters in their own hands. We were promised that the extortionate charge of \$1 per car for weighing would be eliminated. And I notice some of the card bids read no charge for weighing. The matter was then placed in the hands of Mr. Clark, secretary of the National Association, assisted by Mr. Stibbens, our secretary, to follow up to a finish. This action was taken because it would cost too much to handle it as it had been started, and you may look for good results in the near future.

Here is where our appeal to you to come to the support of the National Association comes in. Local associations cannot handle such problems, but the National Association officers, backed by all the associations of the country, will be a power that local associations cannot expect to attain. In our circular to you we asked you to contribute \$2 per year to the National Association, but at the meeting in St. Louis this matter was carefully gone over and it was decided that if all the state and local associations would come in as a body \$1 per year per member, together with fees and dues collected from individual members in grain centers and unorganized territory would be sufficient to hire a first-class secretary, who could devote all his time to the work, and pay all other expenses. The proposition will be put before you by the secretary later on and I hope you will consider it favorably; as a majority of our members are present now is the time to do it.

I had the pleasure of meeting with the Kansas Grain Dealers' Association at Topeka a few days ago, and I must say I was very much pleased with the workings at that convention. In spite of pop legislation and legislators, they are as enthusiastic in their work as it is possible to be under any circumstances, and each and every one had something to say or questions to ask, and everything ran as smoothly as a clock for two days. While they have more trouble than we, they have three times more members and as much more territory, beside a pop legislature to contend with; still, they are cheerful and full of hope.

When the matter of affiliation with the National was brought up it was discussed very thoroughly and a great many questions asked and answered. The matter was then referred to the committee on resolutions, who reported favorably on it, and when the vote was taken it was unanimous in favor of affiliation.

Now, gentlemen, we organized the first association west of the Mississippi river, and, while the smallest, we have been the strongest in proportion. Are we going to take a backward step now? I don't believe there is a single man here who wants to see us do that. Then come to the front; get in the band wagon and stay with the National Association, through which we

must look for protection from discrimination where our grain is sold, it matters not in what market.

This may be my last chance at you and I will finish while I have the floor.

There has been some dissatisfaction with some of our officers the past year, and the suggestion has been made that we elect by ballot. As a great many were too timid to express their views or to vote them, in a yea and nay vote, we have therefore had some ballots printed. We can use the same ballots for nominations and all nominations can be made at the same time, and thus save a whole lot of time. The lines at the top for president, vice-president and secretary are left blank for you to write your choice in. Below we print the names of the present governing committee, with blank space between the names for you to write your choice in, scratching any of the old you do not wish to vote for.

It has been suggested that the governing committee have full power to settle disputes between dealers, and any member who will not abide by the decision of said board be expelled. This question has been brought up because we have put in whole nights pleading or wrangling with members over some little matter that any school boy ought to settle, but which was disturbing the business of the territory for miles around. I heard two of our committee remark that they would never serve again unless the constitution be amended so as to give the committee this power. And you will be called upon today to vote on this question.

In our call for this meeting it was stated that election of officers would take place at the evening session. As that action would be a little out of order, the election will take place as usual immediately after acceptance of the treasurer's report, so as to give your new officers the chance to get their hand in at this meeting.

We will now listen to the treasurer's report.

Treasurer G. A. Stibbens of Coburg reported:

RECEIPTS.

On hand March, 1900.....	\$ 93.97
Received during year	1417.25
Total	\$1511.22

EXPENDITURES.

Secretary's salary	\$ 600.00
D. Hunter, traveling expenses...	490.30
Secretary's expenses, postage, printing, etc.	242.86
F. M. Campbell, expenses to committee meeting	8.00
Telegrams to Washington.....	7.95
Kyle & Son, telegraph and telephone bills	11.52
Cash on hand.....	170.24

The treasurer's report was accepted unanimously.

Printed ballots for nominations for officers for the coming year were distributed and resulted, for President, D. Hunter, 65 votes; G. H. Currier, 1; J. L. Gwynn, 1.

For Vice-President, Vanschoiack, 57; Harris, 1; Dougherty, 3; Samuels, 1; Ragan, 1; Reichert, 1.

For Secretary-Treasurer, G. A. Stibbens, 65.

Governing Committee: Reichert, 1; Kyle, 1; Whisler, 2; Graham, 1; Gilmore, 1; Willett, 2.

The old officers were then re-elected by viva voce vote, and unanimously.

President Hunter thanked the members for the confidence shown in him.

J. L. Gwynn, Imogene: Unless the Governing Committee is given power to enforce its rulings, I do not wish to serve as a member of it. I think that those who do serve on it under the present rules will be wasting their time. The rules should be changed.

Secretary G. A. Stibbens of Coburg read the following report:

SECRETARY'S REPORT.

Mr. President and Gentlemen:

We have assembled at this time to celebrate the fifth anniversary of this organization and we are pleased to notice that we have the largest attendance you have ever witnessed. The officers whom you have elected for the ensuing year will strive to benefit you in the future as in the past. The officers you have elected today feel that they have the confidence of each member, and we trust we will continue to merit the support and respect of this organization as well as the respect of all other grain organizations.

It is not wise for us to think that we do not need the support and assistance of other associations, for every little while some proposition springs up of huge proportions that needs the support of the combined influence of all organizations of this kind known to man. If we remove the dark shadows that are eternally hovering over the grain trade of this country it must be done by a combined effort. Anything short of this will be a dismal failure. True, each organization separately can handle the local troubles that may arise in its section, but propositions daily arise that require the undivided support of each loyal organization of this kind; but they must move and act as one man.

The grain organizations over the grain-growing states owe their success to the loyalty of their members and the support received from the commission houses and railroads. I believe you will agree with me that it would have been impossible for any association to have prospered as they have if it had not been for the railroads and receiving houses. In fact a great many of you would not be here if it had not been for the courtesy and kindness of the railroad people in providing a way for you, as you are all aware that the walking is not good. How many of you would vote, if you had an opportunity, to go back to the old way of doing business prior to the existence of these grain organizations? What is the value of your elevator property today compared to six years ago, and why the change? No use for us to tell you the reason, for you all know it.

If any of our members have not made a profit out of the past winter's business it is your own fault, for the conditions have been such that you could have made a fair profit on your business had you been so disposed. We want to say to those who are not inclined to live or let other people exist, that it is to your interest and greatly to the interest of the trade that you sell out to some one who desires to get a remuneration for his investment. The time has come when the grain business will be just what we make it, and it's up to you what the conditions shall be in the future. What are you going to do? Occasionally some of you grow stubborn and declare you can run your own business without the assistance of any association, but we notice that a great many of you never did make any money until the Union stepped in and controlled certain conditions that were detrimental to your business.

We have had five years' experience, and the time has come when it is necessary for each and every member to say that he will submit to the decision of the Governing Committee when they are called upon to settle differences that may arise. The men who compose this committee are men of experience in a business way; men who are disposed to be fair in all things. Then we ask you, what is the use of having a committee unless each member will solemnly agree to abide by the decisions they make in the future. It is not only necessary that you agree to it, but it's absolutely necessary that you abide by it if you desire to have the harmony that should exist among us. This question should be settled at this time so we can act intelligently in the future, and it should be settled before we leave this room, and I trust no member will agree to it unless he expects absolutely to live up to his agreement.

You will agree, we believe, that we are making no unjust demands upon the railroads or the receiving houses; if we were, we would not have their support. On February 26 the presidents and secretaries of the National, Illinois, Nebraska, Kansas, Indian Territory, Oklahoma and the two Iowa associations dropped down into St. Louis and began to inquire into their weighing system. They were not looking for us, and we took them by surprise. They all admitted their weighing system was not what it should be and said they were glad we had taken the matter up, and hoped we would assist them in settling matters right. Here, gentlemen, is a body of men who form one of the prominent exchanges of the country who have allowed a few

disreputable men to establish a custom of petty stealing from country shippers. Here is an exchange that has permitted the public elevators to take three pounds off of every thousand in order that their weights will hold out when they ship their grain out. Here is an exchange that allows grain from country customers to be placed on team tracks in the outskirts of the city which have no police protection, and stands there subject to the mercy of all nationalities known to a city; then they wonder why the country shipper complains of shortages.

They have submitted to the extravagant charge of \$1 per car weighing charges and this charge is sometimes made by a private elevator concern who happens to buy some grain in the country on track. The private elevator man when asked why he charges \$1 per car for weighing, says he does it because the city weigher and sackers charge it, and they say they have an elevator to maintain. Think of it, gentlemen; you sell a private elevator owner in St. Louis 5,000 bushels of corn at 32 cents on your track and when you get your account sales he has charged you \$1 per car for weighing. If this custom is allowed to go on, how long will it be until they will charge you \$2 per car? This will be done just as long as you submit to it.

If it is right for public elevators to take three pounds to the thousand because it is a custom, how long will it be until they will take ten, and how long will it be until they will take the whole carload? A few years ago the conditions in Chicago were just as rotten as they are now in St. Louis, but the National Association got a few of the commission people and the railroads interested in the matter and today you hear no complaint of Chicago weights. We believe if the St. Louis Exchange and the different associations place the matter in its proper light before the various railroads running into St. Louis that they will abandon all team tracks which have not the proper amount of police protection. Why the city weighing of St. Louis should be dominated by a few hungry politicians, and why the members of the Merchants' Exchange will submit to it is a question we can not answer. We do know that the combined influences of the grain trade are at work on this problem and they will never halt until the weighing system in St. Louis is as good as other markets.

True, country shippers are sometimes to blame on account of poorly coopered cars, and you should see to it that your cars are properly repaired before loading. Receiving houses should not be held responsible for leakage in transit. Country dealers who have facilities for weighing out their grain should be very careful and know their scales and weights are correct, then if you have a shortage you will be in position to furnish sworn affidavits if necessary.

The time will never come in association work when perfect harmony will prevail unless human nature has a radical change. Whenever matters are running smoothly and you believe harmony reigns supreme beware; it's only a calm before the storm bursts in all its fury. Several times in our experience we have congratulated ourselves that everything was in a perfect condition, but we found these conditions were of short duration. Petty differences are ever springing up here and there that demand quick attention, and unless remedied quickly the whole country is into a fight which means the loss of hundreds of dollars to the trade, ill-feeling among the dealers and trouble for the railroads.

This organization is small compared with other associations, and a majority of our members are located on the main line of the Burlington road proper and its branches. Our territory is limited and we have not grown rapidly in numbers, but we are occasionally getting in a new member further east in the state, and this union slowly but surely is headed for the Mississippi river, and eventually will cover all the territory between the two large rivers in the southern portion of the state.

If the railroads were not interested in the welfare of this union, we would not have their support, and it behooves this organization so to conduct its affairs that we will continue to be supported by the railroads. Instances have arisen that would have been very detrimental to the interest of certain dealers had they been of long duration, but, thanks to the railroads, they stepped in and removed the cause which could not have been removed in any other manner. If any of you entertain the idea that the railroads are not protecting their shippers, disabuse your minds of the fact, for they are, and they will continue to do so as long as we conduct the affairs of this organization in a businesslike way.

During the first year of our existence we were told many times that this organization could not live, and I am free to admit that for a while the outlook was very discouraging. We were looked upon by some as an organization created for the express purpose of making a fat job for some individual. Dealers were very slow in joining for fear their customers might learn of it, and you know people are usually very suspicious of a grain organization. If formed by other classes of business men it is looked upon as legitimate, but such views are fast dying out and grain organizations are now being recognized as a public necessity.

The disturbers and drones are fast dropping out and the business generally speaking is now confined to men of broad views and men of honor. The time is fast approaching when a dishonest dealer will be forced out of business, because he will not be able to find a receiving house who will pay his drafts. Every year that association work is carried on, the safer the business becomes for the receiver. When you find a dishonest receiver let him severely alone. Give your business to the people who help protect your business.

We might meet every day for the next thirty days and resolve to do certain things, but unless we make an effort to put them into practice we will never accomplish anything. Your presence here demonstrates the fact that you are being benefited by this union, and if you continue to support it as you have in the past you will greatly aid us in promoting harmony. Give us your hearty support and we will do you good.

In justice to the St. Louis receivers we desire to state that since the meeting of February 26th they have held several meetings among themselves and are making rapid progress toward a better weighing system for that market. We can assure you that the receiving element of St. Louis is as deeply interested in good weights as the country shippers, and they realize this matter is of vital importance to their market, therefore, you can rest assured that they will leave nothing undone to remedy this matter.

This meeting that was held in St. Louis demonstrates what can be accomplished by a combined effort of the grain trade, and it also thoroughly demonstrates the great need of a national association, supported and backed up by the entire trade of the country. The Kansas association have decided as a body to become members of the National, as they are thoroughly awake to the needs of the trade, and we trust that every other association as they hold their annual meetings this spring will fall in line and assist in making the National the strongest organization of the kind that the world ever knew.

W. J. Davenport, assistant freight and passenger agent of the C., B. & Q. R. R.: No duty I have to perform gives me more pleasure than meeting here with the members of the Grain Dealers' Union. Up to six years ago we received in each mail six to ten letters from grain dealers asking for relief from troubles, to-day I do not receive one a month.

The Secretary has, I think, laid too much stress on the assistance given your organization. Without your earnest efforts the railroads could have accomplished nothing. I thank you.

G. A. Wells, Des Moines, secretary of the Iowa Grain Dealers' Association, read the following paper:

MR. WELL'S PAPER.

There are good reasons for the organization and existence of grain dealers' associations.

The day is past and gone when the individual dealer was sufficient unto himself, so to speak.

The channels of the grain trade have become well worn, the element particles are being concentrated and the business is being done in large volume, by large methods, with large machinery, particularly at central markets.

The individual grain dealer of today is only a small particle in the immense structure of business relations of the grain trade.

The individual grain dealer cannot say with good judgment and intelligence that he has no interest in the general character of that structure, neither is it good judgment for him to think that he can have no influence in the construction of it.

The state association gives him an opportunity to combine his influence with others, to correct local abuses, and adopt uniform methods.

The national association gives an opportunity to work influences to correct abuses at central markets, to control legislation, to adopt improved methods of general economy, and to open up new markets in foreign lands.

What we need today is a complete organization of the National Grain Dealers' Association with a state association organized in every grain producing state, and these giving support to the National Association as a delegate body.

Modern methods of doing business demand that these organizations exist in the grain trade as well as in other lines.

Grain dealers' associations, therefore, are strictly business propositions, and the character of any association will be a reflection of the individual character of its members and officers.

The work of the secretary consists largely in the working of influences and the character of the individual member is a matter that is always up for consideration by the secretary, as he is obliged to estimate the influence he can effect in any undertaking by the character and disposition of the individual members concerned.

If the members are narrow in their views, selfish, arbitrary and vindictive in disposition, it is impossible to work out the results that will be broad and progressive.

The ideal member is one who joins the association on general principles, and who is thoroughly interested in the grain as a general proposition, and of the handling of grain from farmer's delivery to consumer's mouth, no matter whether that consumer be a resident of the United States or a native of Africa.

We need more members of this class in all the different grain dealers' associations.

We want the friendship and co-operation of every class connected with the trade, including the receiving houses of central markets and the transportation companies.

We should endeavor to accomplish results for which we are organized along friendly lines.

C. M. Boynton, Creston: I wish to read a telegram from H. S. Storrs, superintendent of the C., B. & Q. at Creston.

It is only a few years since any man who had \$50 to \$75 could go to a receiver and get that much more to enter the grain business. It is so in the stock business to-day, but not in the grain business, that is why we have so many well-dressed, contented dealers here to-day. Grain which is bought right is half sold. When I first came into this territory I would frequently be told that they could not afford to sell at what they paid. Now it is much easier for me to buy grain because the shippers have bought the grain right. I am glad to know that the merchants and the farmers in the territory are well satisfied.

I will suggest that firms having more than one elevator do not have track bids sent to your agents. I believe it has a tendency to spring the market.

I notice that you pay your secretary the paltry sum of \$50 per month. I suggest that you increase his pay as well as the allowance given your president.

L. Cortelyou, president of the Kansas Association: I am very glad to be with you. I have heard much good of your organization. Your association is just what you make it. Your attendance shows that you are well organized and doing effective work. Your officers are doing good work. I have met your president and secretary several times and I am confident that as long as they are in charge you are in safe hands.

A. H. Bewsher, secretary of the Nebraska Association: Since Mr. Smiley told you that Nebraska had the best association in the country I have not the modesty to remain unheard. There are times when some country dealers through their imaginings run to the sec-

retary of their association with rumors that should not go to the secretary. The dealers should settle these troubles themselves, be more friendly, more tactful in dealing with one another. You can do it more quickly and just as satisfactorily. If you will pat a dog on the back, he will wag his tail and run his legs off for you. It is the same with the secretary. You encourage your officers by friendly interest, you assist by your presence and they work hard for you. I had a roast prepared for you. At the last meeting you skipped out and left your officers without a quorum. They wore a glum countenance for several days. You are right in coming here in such large numbers.

A duty you owe your association is to button-hole your competitors who are not members and keep after them until they join. The attendance here to-day is surely encouraging for your officers.

Nebraska has its Bryan, but Kansas has its Smiley and Carrie Nation. If you do not hear him you will miss the chance of your life.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association: I congratulate the dealers in re-electing their old officers. Prior to the organization of the Kansas Grain Dealers' Association, elevator property in northeastern Kansas was not worth 25 cents on the dollar. Any man who had grain to sell could get bids as well as the regular dealers. When we started we did not have enough men to officer the organization. We soon received letters from all parts of the state requesting us to make it a state association and we finally did so.

E. J. Noble, chief grain inspector of Chicago, was called for and said: I believe that the inspection at Chicago is more satisfactory than for years. I am convinced of this by the few complaints received. Unfortunately, some feeling has arisen through the desire of the Board of Trade to gain control of the grain inspection. I think that the grading of grain in a market of the magnitude of Chicago should be in charge of disinterested parties free from Board of Trade influences.

We strive to grade out, the same as in, but the volume of business is too great to prevent some errors of judgment. If any shippers think we are grading any grain different from others, we will gladly pay his expenses to come in to show us where we are doing it. If anything is wrong we will quickly remedy it.

G. L. Graham, St. Louis: I take it a great honor to address you in behalf of the St. Louis receivers and shippers. Following the meeting of the presidents and secretaries of the different associations in our city we talked over the matter and finally sent a letter to the receivers calling a meeting. As a result we had a meeting of twenty receivers. We discussed different methods of improving the weighing of grain in St. Louis. A committee of eight was appointed at the meeting of March 7 to suggest needed improvements. At a later meeting this committee reported different recommendations which received the undivided support of the entire trade. Another meeting was held March 16 and the committee continued. We are working earnestly in the interest of our market and hope soon to have better weights for St. Louis. We will have a system of handling and weigh-

ing grain in St. Louis which will be above reproach.

The work done by the St. Louis receivers is reported fully elsewhere in this number.

W. C. Bayles, Mt. Pleasant: I think that this association wants to do what is right in the way of recompensing its officers, hence I will move the appointment of a committee of three to investigate the financial condition of the association and report on increasing the secretary's salary and the fees paid the president. Carried.

President Hunter appointed on that committee, F. M. Campbell, Randolph; C. H. Harris, Bartlett; W. F. Johnston, Fontanelle.

W. L. Sheppard, Des Moines: I move that we adjourn to meet here at 7:30 sharp. Carried.

EVENING SESSION.

The evening session was called to order at 8:20 p. m. by President Hunter and Secretary Stibbens read the proposition made by the National Association to the Union for federation. (The proposition is published in the proceedings of the Kansas meeting.) President Hunter then called for B. A. Lockwood, Des Moines, president of the Grain Dealers' National Association.

B. A. Lockwood: I am glad to be here with you to-day and gratified to see the hearty support given your very efficient officers.

The 19th century has passed from us; the 20th is with us and in the shadow cast on the horizon we see federation, affiliation, brotherhood. Marks of progress to be encountered by the new era.

The man of to-day must conduct his business on the lines of the present day, not according to methods followed by your fathers. You are here to-day not for pleasure, but as a duty. Your neighbors and fellow citizens, your farmers expect you to keep your business up-to-date.

In the terminal markets there is much work to be done. Much has been done, but more remains to be done. No man who ships to Chicago but is indebted to the National Association for the improvements in handling grain in that market. If the National Association has the influence of all the state and local associations behind it, much can be done, quickly and at small expense by the National.

The work of the officers of the different associations at St. Louis was such as should properly be assigned to the National Association. The attention given the few men who went to St. Louis to protest against short weights was because of the large number of shippers we represented. I contend that the shippers, through the National Association, should have representation in the revision of inspections in central markets.

Committees of the National could remedy many of the abuses existing in terminal markets.

The National can help to line up the shippers whose code of commercial honor is not up to the high average of the country shippers. These tricksters impose upon receivers who are your friends.

Local differences should not be decided by your secretary, but by the arbitration committee of the National. By persons not acquainted with either of the contestants.

In the matter of state and national legislation the National Association could wield a great influence and of advantage to all the trade.

I hope that you will help to support the National and help the receiver, by so doing you will be helping not only yourselves, but your friends, the railroads.

W. C. Bayles, Mt. Pleasant: Some weeks ago I received a letter from Mr. Hunter and Mr. Stibbens asking for my views regarding federation with the National. I was against it and being anxious for an argument I went after Mr. Stibbens, but he got the best of it and I am completely converted—won over to the cause of the National.

If the local associations can remedy troubles at initial points the National Association can surely work many needed reforms in the terminals. The receivers need some attention, some one who has enough influence to compel them to do more than write pleasing letters.

With all the associations federated, through the National you will have sufficient influence to get what is needed.

You grain dealers think you have trouble. You don't know what trouble is. If you want to get a taste of real grief get into the milling business.

I move that the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri federate with the National Association on the lines outlined by the proposition submitted by Mr. Lockwood and Mr. Clark.

Mr. Johnston, Fontanelle: Second the motion.

Carried unanimously by a rising vote.

L. Cortelyou, president of the Kansas Association: I wish to congratulate you upon this action. The same proposition was accepted unanimously by the Kansas Association last week. I feel confident that you will never have cause to regret this action.

C. H. Harris, Bartlett: I move that the Governing Committee shall have power to suspend a member until a general meeting of the association.

G. A. Stibbens: Referring troubles passed upon by the Governing Committee to the members in general meeting has proved disastrous. Our past efforts in this line has caused much ill-feeling. I think the action of the committee should be final.

M. McFarlin, Des Moines: I agree with Mr. Stibbens in that the Governing Committee should have full power to expel members. Arbitration without power to enforce decisions will not amount to much. The full association can not afford to give its time to wrangling over these disputes.

The motion of Mr. Harris was amended to give the Governing Committee full power to settle all disputes and that members who decline to acquiesce in the action of the committee shall be expelled by the committee. The majority of those present shall have power to act.

T. A. Kyle, Shenandoah: I do not believe that a majority of the committee should control, but I do believe it is advisable to give two-thirds of the committee present power to take final action in such matters.

W. C. Bayles: I think you make a mistake to hamper the Governing Committee. I think that the life of this association depends upon your giving the majority

of the committee power to enforce its decisions.

J. L. Gwynn, Imogene: It is not pleasant for the Governing Committee to spend its time striving to settle disputes without power to enforce its decisions.

G. A. Stibbens: Heretofore the committee has had no power other than moral suasion to settle differences. It has no power to enforce its decisions.

The motion to give it power to enforce decisions was carried.

G. A. Stibbens: I wish to call your attention to Mr. Harriman, who is candidate for Governor. He fought the grain dealers' landlord lien law from start to finish. He does not merit the support of any grain dealers.

The Committee on Salaries recommended that the secretary's salary be increased to \$700 per year and that the president be paid \$4 per day for expenses.

The report was accepted and the committee discharged.

Upon motion the secretary's salary was increased to \$700 per year and the president allowed \$4 per day for expenses.

W. I. Fritz, Clearfield: We would like to have the association help us. Dealers near us should be induced to join.

The following applications for membership were received and accepted: Van-Buskirk Bros. & Co., and J. A. Auracher, Shenandoah; A. Humeston, Humeston; Hopp Bros., Hilsdale.

D. Hunter: I think quarterly meetings are unnecessary. If we have two meetings each year that should be sufficient. Let one meeting be held six months hence in Creston and the next annual meeting be held here. If a meeting is necessary sooner, we can call it. Meetings are too expensive to be held quarterly.

Adjourned.

CONVENTION ECHOES.

What a blizzard!

Semi-annual meetings only hereafter.

The old officers well merited the reelection given.

The best attended meeting the Union has ever held.

J. B. x x x x, Coxey Samuels was in better spirits than ever.

Nebraska was represented by A. H. Bewsher, secretary of the State association.

C. M. Boynton was more thoughtful than usual and presented cigars with ends clipped.

Kansas was represented by President L. Cortelyou and Secretary E. J. Smiley of the Kansas Association, and W. S. Washer of Atchison.

The Des Moines delegation included J. A. Brown, B. A. Lockwood, M. McFarlin, W. L. Sheppard and Geo. A. Wells.

Those who were anxious to buy or sell an elevator told their troubles to the representative of the Grain Dealers Journal.

The Misses Stibbens and friend, Miss Conner, enjoyed the convention slightly, the baby show immensely, and the storm—well, not at all.

The Chicago firms represented were Armour Grain Co., by Geo. H. Lyons, J. F. Harris & Co., by C. M. Boynton, Peavey Grain Co., by J. W. Chambers, and McReynolds & Co., by E. E. Clancy.

Some of the Omaha track bidders were snow bound; could not get across the river, but F. J. Campbell, of the Floyd J. Campbell Commission Co., arrived in good time.

More Missouri shippers than usual: O. H. Bayless, Watson; M. F. Hackett, Fairfax; George R. Jones, Phelps City; H. F. Leet, Marysville; H. A. Noble, Watson; Chas. Sawyer, Westboro, and G. F. Wilson, Watson.

The Rock Island was represented by its Division Freight Agent and the C., B. & Q. R. R. by J. M. Bechtle, Freight and Passenger Agent of the Iowa Division; W. J. Davenport, Assistant Freight and Passenger Agent of the Iowa Division, and C. T. Leonard, Trainmaster.

St. Louis Commission firms were represented as follows: Brinson-Judd Grain Co.; J. L. Wright; Daniel P. Byrne & Co., by Geo. W. Lowrey; G. L. Graham, by G. L. Graham and S. T. Marshall; W. L. Green Com. Co., by I. Motter; John Mullally Com. Co., by M. J. Mullally; Chris Sharp Com. Co., by Harry Hunter, and the P. P. Williams Grain Co., by Jos. Norton.

Among the Iowa shippers present were: J. Auracher, Shenandoah; W. C. Bayles, Mt. Pleasant; F. M. Campbell, Randolph; E. C. Caton, Strahan; G. H. Currier, Prescott; C. R. Davis, Pacific Junction; Wm. Daugherty, Hawthorne; D. N. Dunlap, Fontanelle; W. H. Eaton, Emerson; R. J. Edmonds, Hawthorne; W. I. Fritz, Clearfield; J. A. Funk, Blanchard; D. Gault, Cromwell; J. Gault, Creston; J. Gilmore, Imogene; J. R. Giles, Lennox; J. R. Graham, Hastings; J. H. Gwynn, Yorktown; J. L. Gwynn, Imogene; C. H. Harris, Bartlett; J. R. Harris, Northboro; M. Hennessy, Orient; Wm. Hewitt, Lennox; R. C. Hopp, Hillsdale; O. T. Hulburd, Osceola; A. Humeston, Humeston; D. Hunter, Hamburg; J. A. Irving, Anita; W. F. Johnston, Fontanelle; G. W. Judd, Sidney; T. A. Kyle, Shenandoah; N. L. Maloney, Essex; T. J. McCormick, Stanton; J. C. McKee, Blanchard; Wm. McMahill, Shenandoah; G. A. Pierson, Orient; E. Reichert, Farragut; A. F. Rickey, Griswold; Ed Rose, Coin; A. C. Savage and O. R. Savage, Adair; J. B. Samuels, Riverton; W. F. Schindley, Lewis; Ira Shambaugh, Clarinda; W. G. Sherman, Riverton; W. C. Sievers, Walnut; W. E. Simpson, Marne; J. W. Smith, Lamoni; J. T. Spangler, Walnut; G. A. Stibbens and W. L. Stibbens, Coburg; O. A. Talbott, Osceola; G. Van Buskirk, Shenandoah; H. A. Vanschoiack, Elliott; Wm. Wheeler, Casey; R. Whisler, Farragut; G. A. Willett, Osceola; J. B. Wray, Creston; J. D. Young, Anita.

South Australia's exportable wheat surplus is estimated by the Adelaide Register at 265,178 tons. The crop covers 1,600,000 acres and is placed at 8¼ bushels an acre.

The biggest wheat field in the world is in Argentina. It consists of 66,720 acres in the south of the province of Buenos Ayres and is the property of an Italian named Guazone.

Rice amounting to 164,218,000 pounds was imported into the Philippine Islands during the seven months prior to August 1, as reported by the War Department; compared with 154,074,000 pounds during the corresponding period of 1899.

The Cincinnati Price Current suggests that the difference between the prices of corn and of oats is too great, and that it might be profitable to buy oats and sell corn. Since 1893 the difference at this season of the year has ranged between 4¼ and 11¾ cents.

MEETING OF THE KANSAS DEALERS.

The fourth annual meeting of the Kansas Grain Dealers' Association was called to order March 12 at 2:30 p. m. in the Council Chamber of the City Hall at Topeka, by President L. Cortelyou of Muscotah, who spoke in part as follows:

The Kansas Grain Dealers Asso. has passed another successful year and we are gratified to see so large an attendance. This association was organized six years ago, and its growth proves that you are interested in the good work the association is doing. The association has now passed beyond the experimental stage and settled down to its field of usefulness. It has grown not only to be a benefit to its members but to the farmers and grain producers of the state. Grain can now be handled on less margin, as the shippers are able to reduce shortages to a minimum, also the evils that existed in the trade have been eliminated and dealers do not now figure on extra margin to cover losses therefrom. One danger to the association is the lack of interest of some of the members when the work goes on smoothly. We want your support all the time.

Last year a resolution was passed to have a committee appointed to revise our constitution and by-laws, so as not to conflict with the anti-trust laws of the state and one that could not be used against us. This will be presented for your consideration. The best constitution that we can have is our honest intention to do right in all our dealings with our customers, our competitors and ourselves.

The question of our affiliating with the national association will come up for action. Matters of national importance can be handled better by the Grain Dealers National Association than by a local association.

The checkweight bureau at Kansas City is still doing the same good work as heretofore. I wish to thank you for the hearty support that you have accorded your officers during the past year and trust that you will continue to give it.

The minutes of the last annual meeting were read by Secretary Smiley, which were approved.

The president then appointed the following committees:

On resolutions: H. Work, Ellsworth; A. T. Rodgers, Beloit; E. K. Neveling, Wichita.

Auditing: O. A. Higgins, Stockton; A. Aitken, St. Johns; L. H. James, Holton.

What is a Legitimate Margin on Grain? One Just to Your Investment and to the Producer. This was a subject brought up for discussion and was opened by O. A. Higgins of Stockton, who said: This depends largely on conditions, I can only speak from the standpoint of a wheat buyer. There is profit in handling wheat on a three-cent margin. I have that margin and with a thorough understanding with the farmer there is less trouble than when you take advantage of them. If I hear of a farmer who wants to ship a car I get him into the office and explain matters and generally get his grain. At a nearby station they handle wheat at 2½ cents per bushel. We buy wheat and pay as much to one man as another. If a farmer will sell a car load at a time we pay a little more than if he sells less.

One of the members said: "I have never adopted a margin, but thought if I was getting 2 cents I was doing well. Some competitors had to leave my station because they could make no money, but now I can buy at a closer margin under the blanket of the association than before, because the shortages are not so great."

H. Work, Ellsworth: "I would like to know if any members tell the farmers that they are members of the Kansas Grain Dealers Association."

O. A. Higgins, Stockton: "I come out flat-footed and tell them we are members and explain to them the work the association is doing."

The next subject to come up for discussion was "Shall the Kansas Grain Dealers Association Affiliates With the National Association?" This was opened by H. Work, who said:

"I think that affiliation with the National would be a good thing for us if done right. Seven years ago we were disorganized, now we are organized, and making money. All states have associations, but they do not work together. What is good for individuals is good for large bodies."

"I will read a letter received by Secretary Smiley from the National Secretary, Mr. Clark:

March 4, 1901.

E. J. Smiley,
Secretary Kansas Grain Dealers' Association,
Topeka, Kan.

Dear Sir: Co-operation by country grain dealers for the improvement of local conditions has proved very advantageous, and we have every reason to believe that similar co-operation of the state and local associations, working through the Grain Dealers' National Association, would place each association in a position to do even more for members and thereby make membership more attractive to all regular grain dealers. Surely if the officers of the state and local associations were able to turn over all matters of interstate and national importance to the National Association, they would have more time for the settlement of difficulties within the state; and certainly if the National Association is supported by the combined influence of the associations it can remedy such troubles much more expeditiously and effectively, and at a minimum expense to the different associations. However, we believe that the officers of all associations are agreed that federation of the different associations through the national would be of inestimable value to each.

In order to get this matter formally before your organization, we beg that you will submit the following proposition to your members at their next annual meeting:

The National Association will admit your organization to membership in the national without the payment of membership fee and with the agreement that the first year's dues shall be \$1 per member and not to exceed that amount thereafter. If less than 75 per cent of your organization joins this federation, then you will pay \$1 membership fee, in addition to the \$1 dues for each member joining.

The National Association will turn over its individual members in organized territory to the association of the district. Members in unorganized territory will be retained by the National Association at \$5 per year dues, until such a time as the dealers of that district may organize.

The state and local associations will turn over to the National Association all members in central markets. Each grain receiver or terminal elevator man shall be eligible to membership in the National Association only, and shall pay \$10 per year dues. Those not now a member of the local associations shall be required to pay \$10 initiation fee.

Each of the state or local associations joining in this federation shall be entitled to be represented in all meetings of the National Association, either in person or by proxy; and shall be entitled to one vote for each member for which dues have been paid for the year in which the meeting is held.

Each individual member of the National Association who has paid dues for the year to have one vote in all such meetings. Each receiver who has paid dues for the year to be entitled to one vote in meetings of the national.

All dues shall be paid by the treasurer of the state or local association to the treasurer of the Grain Dealers' National Association semi-annually in advance.

B. A. LOCKWOOD,
President.

Yours very truly,
CHARLES S. CLARK,
Secretary.

"I am not in favor of going in as individuals, but as a body. Unless this is done, only a few would be members. The time is coming when we will want some national legislation and it can't be done unless all associations federate in one body."

The president then introduced D. Hunter of Hamburg, Iowa, president of Grain Dealers Union, who said: "It is a pleasure for me to be here and meet you, I have always wanted to attend one of your meetings but never before could get away. Our association is in favor of affiliation and before the meeting of the different associations at St. Louis our secretary sent out a circular letter to our members along this line. All the national lacks is funds. When we started our association we were all at sea, but we soon got acquainted and worked in harmony. At the time we organized no elevator had any paint, no one was making any money, but all had scoop-shovel competition. We organized to get rid of the scalper, we elected a good man and he went after them hard. I think it the duty of every grain dealer to lend his support to the national for it will benefit you all."

Secretary Smiley: "The question has been submitted to you all, the thing is will we give it our support?"

L. H. Hammett, Schroger: "What would the cost be of maintaining the National Association?"

D. Hunter: "We estimate that 5,000 members would be needed."

W. S. Washer, Atchison: "Association and co-operation are the order of the day. Since our association was founded we have advanced step by step. I think the logical thing is the co-ordination of all associations into the national."

A. E. McKenzie, the retiring Chief Grain Inspector of Kansas: "I was appointed not as a politician and will have to leave. I appreciate the support that the association has given me and I would much rather go out of office as I do with your friendship than that of a few three or four dollar politicians."

G. N. Consley, supervisor of weights for the Kansas Grain Dealers Check Weight Bureau at Kansas City, made the following report of the past year's work:

FINANCIAL STATEMENT.
Collections March 1, 1900, to March 1, 1901\$8,095.25

DISBURSEMENTS.

Deficit March 1, 1900.....	\$ 2.24
Salaries	7,206.10
Office rent.....	240.00
Telephone	72.00
Printing	144.75
Office supplies.....	86.09
Rebates	53.60
Paid Board of Trade on loan.....	150.00
Balance on hand March 1, 1901.....	140.47

\$8,095.25

My last report showed that 10 per cent of all salaries for January and 15 per cent of all salaries for February, 1900, were unpaid; that we had borrowed from the Board of Trade during the year covered by that report, \$311, and that our books showed a deficit of \$2.23 March 1, 1900.

We commenced this year with a balance of \$140.47 to our credit in the bank; our office and phone rent paid to April 1; all salaries paid in full to date; no unpaid bills, and our obligations to the Kansas City Board of Trade reduced from \$311 to \$161.

About Dec. 1, 1900, receipts having fallen off, we found that it would be impossible to meet the expenses of our department with the amount realized from our fee of 25 cents per car. A meeting was held between the chairman of the checkweight bureau and the directors of the Kansas City Board of Trade and it was agreed that we should charge a fee of 35 cents per car instead of 25 cents, the additional 10 cents to be paid by the Kansas City receivers. This increase of 10 cents per car seems to have placed our department on a self-supporting basis.

Our work during the past year has met with less opposition and has been productive of better results than at any time since the organization of the checkweight bureau. A larger number of adjustments were made through our department than during the previous year, and, while we did not collect quite as much money as during last year, irregularities were discovered more quickly and corrected more promptly than before.

The condition of cars on arrival has greatly improved; partly the result of the railroads furnishing better cars, when possible, and partly on account of the additional care taken by shippers in cooping their cars.

Of the last 5,000 cars checked, 653, or 13.6 per cent, were found leaking. This would be a fair average for the year, as against 18.1-5 for the year ending March 1, 1900, and 25.2-5 per cent during the first two months of our supervision, as shown by report made Jan. 5, 1899.

The association extended a vote of thanks to Mr. Consley for his good work.

J. W. Thomas, Home City: "I was shipping a certain party and was having some pretty big shortages. I checked my scales and found my weights to be correct. I notified the firm I would collect for shortages and showed them I meant business and now our weights are O. K."

Wm. Schrenkler, Walker: "I put an automatic scale in my elevator and thought it was not satisfactory, so I put in a new Hopper scale. I had three bushels and ten pounds to a dump in my automatic and by checking it with my Hopper scale found it to be correct, so concluded that the Kansas City man was stealing."

Secretary Smiley read his annual report on the work and progress of the association during the past year.

The association accepted the report and unanimously moved that the hearty thanks of the association be extended to Mr. Smiley for his hard and untiring work done in the past in behalf of the association.

The secretary's financial report was accepted and referred to the auditing committee, who moved its adoption. The report showed that \$357.00 was received from new members, from dues, \$3,199, from list of dealers, \$206. Balance on excursion to Galveston, \$285.35. Total receipts, \$4,047.35. Expenditures, \$3,982.35, leaving a balance of \$65.

M. H. Roller, Circleville, treasurer, made the following report which was adopted. January 1, 1900, deficit, \$34.83. Receipts from January 1, 1900, to March 1, 1901, \$4,618.95. Expenditures for same period, \$4,394.30, leaving a balance of \$189.82.

TUESDAY EVENING.

At 7:30 the dealers assembled in the Council Chamber of the City Hall for a smoker. Here two hours were spent in visiting and at 9:30 they all adjourned to the Throop Hotel to attend the banquet tendered them by the Millers and Grain Dealers of Topeka.

About 150 guests sat down to partake of the following menu:

FEEDSTUFFS.

New York "Calls."
Soup—Postal Inquiries, Country Style.
Garden City Alfalfa. Margins a la Italy.
Baked Fish a la "Bulls" on Wheat.
("Long" Sauce.)
Flyer on Toast with Green Corn Fodder.
Frozen Elevator Wheat, Clipped and Scoured.

Afternoon Acceptances.
"Smiling" Dairy Products.
Hard to Crack—Inspected by Cross.
Elevator Cups Filled, Stackburnt Grain.
Hay Fillers, "Hot Wind" Wrappers.
For "Privileges" consult each other.

Mr. Herbert Hackney, Topeka, who acted as toast master, extended a warm welcome to the dealers in behalf of the Millers and Grain Dealers of Topeka.

Mr. Thomas McNeil, Topeka: "I am going to give you straight wind for good goods, but I am getting a little the best of it. I labor under difficulties in speaking for Millers and Grain Dealers of Topeka. I was told last election that you were a lot of vampires, who had banded together to suck the blood from the farmers. They tell me now that I am mistaken and that there is not a vampire in the association and as far as they know that your innocence would put the lambs to sleep. While your purposes are good, gentlemen, you are not here for your health. I welcome you in behalf of the Millers and Grain Dealers of Topeka."

Mr. Murphy, Kansas City, then entertained the banqueters with the following Swedish dialect story:

Ae yoost come hare fon Sweeden, bout fem sax yare ago;
Ae vork on form yoost sixteen monds, but da beesnes bane too slow.
Ae go en town for gat more pay, end meck maeself some mon;
Baen chamber maid en leevery barn, bot det note bae moch fon.

Dan Ae vork en drog store leeta beet, bot Ae note lack mae yob—
Baetin holes en porous plasters end vash yugs out vit a svob.
Von day von elevator mans hae skall sae to mae,
Ae skal ha von gued Svenska man, for dollar femty cent a day.

Ae vork mae awful hard for hem—shoffel veet, end oats, end corn.
Sometam Ae go en office for get mae feengergers varm.
Enside da door stan scale beam, vare farmers come to veigh,
End wait for see Mees Yonson—she geeve dem check for pay.

Von day Kreestena sae to mae, "Ae tal you sometank, Knute:
Mae papa tank you baen all reet, hae lack you purty gued."
Dan Ae feel mae fool of teeckles, Ae note know vot to do;
Bot Ae sae, "Yours papa baen gued man, end got naece daughter, too."

Dan she look at mae so fonny, mae Yudas, Ae tank Ae veel go crazy,
Van she sae, "Knute, you baen oop to snoff, Ae tank you baen a daisy."
Dan Ae say ef Ae been daisy oop to schnoff, veel you bae Meeses Knutsen?
She sae to mae, da bae von tang you sure can bat your boots on.

Dan her papa he coom en kvick, Ae note have tam to run;
Vee note haf to tal heem anatang—he see vot vee haf done.
He sae da baen gued tam (A note baen mad von beet)
For go vet grain men to New Orleans, for meck your wedding treep.

So veet Kreestena hare Ae baen, for vedding treep, you know;
Meester Smiley sae ve baen too kvick, yoost now ve note can go.
Bot Kansas Seeta Board of Trade talafon dan sand naece latter,
So ve meck some honeymoos veet dem, might bae da veel bae batter.

O. A. Higgins, Stockton: "The way to a man's heart is through his stomach and we can surely thank the Millers and Grain Dealers of Topeka for this magnificent banquet."

W. S. Washer, Atchison: "My experience is that grain dealers are very particular people and to talk upon nothing in particular to very particular people is a hard task. I would like to see more ladies present."

H. Work, Ellsworth: "There are four classes of people present here to-night; the commission man who waits for our over draft, the miller who takes our wheat, the railroad men who patiently hear our tales of woe and climb over each other to see who can pay our claims most promptly, and last, the Kansas grain dealers."

WEDNESDAY MORNING.

The morning session was called to order at 10:30.

B. A. Lockwood, president of the Grain Dealers National Association: "I think we all realize that we are on the crest of the wave of prosperity of the twentieth century. On it is written progress and in it we find association, organization, and affiliation. In the century that has passed we can remember of hearing our fathers say how their grand-fathers did business, but following in the old rut to-day does not do the business of to-day. We must be up-to-date."

"You are not here to-day for fun but business, you have more interest in the grain business to-day than you had in the past, you come to these meetings because it is necessary."

"I come to you in behalf of the Grain Dealers National Association. I am a member of the Iowa association. We feel the necessity for a higher power to take up matters with the railroads and at terminal markets. The Iowa and the Illinois associations feel the same way. I have had personal experiences with the national and it has saved me money. We should be organized as a whole, so we can accomplish much where individuals fail. State Secretaries can not be spared to go from market to market, they have plenty of work to do at home, we need a national secretary to do it."

"Chicago recognizes the national secretary and call upon him in matters that they think might be antagonistic. Chicago receivers want a national organization so as to take up matters of arbitration. The national body is not an expensive one. We want all associations to affiliate not for money, but for your support."

H. Work, Ellsworth, chairman of the committee on resolutions, made the following report:

Your committee to whom was referred the resolution regarding our becoming affiliated with the Grain Dealers' National Association begs leave to make the following report: We, your committee, recommend that the Kansas Grain Dealers' Association as a whole become members of the National Association, our dues not to exceed one dollar per year per member. Respectfully submitted,

H. WORK, Chairman.
A. T. RODGERS.
E. K. NEVELING.

This report was unanimously adopted by the association.

Then followed the election of officers which resulted as follows: President, L. Cortelyou, Muscotah; vice-president, O. A. Higgins, Stockton; secretary, E. J.

Smiley, Topeka; treasurer, M. H. Roller, Circleville.

Board of Directors: E. K. Neveling, Wichita; A. T. Rodgers, Beloit; H. Work, Ellsworth.

L. Cortelyou in taking the chair said: "I most heartily thank you. I can assure you I appreciate the honor and will give the association the coming year the same careful attention that I have in the past."

E. J. Smiley said: "I wish to assure you I appreciate your re-electing me secretary of the association. I did not expect to be re-elected. To have the association a success it is necessary to have the entire support of the members. I am at your service at any time you may call upon me. I thank you."

The rest of the session was taken up in adopting the new constitution and by-laws as revised by the committee which was appointed at the last annual meeting.

The meeting then adjourned sine die, and the dealers left to meet the bulls and bears of Kansas City.

OFF FOR KANSAS CITY.

During the meeting Secretary Smiley read a very cordial invitation sent out from the Kansas City Board of Trade by its secretary, E. D. Bigelow, inviting those assembled in convention to come to Kansas City and be its honored guests. It was decided to accept and Secretary Smiley made arrangements for a special train to leave on the afternoon of the last day.

During the smoker neat programs were distributed by members of the entertainment committee of the board. The cover showed the trading floor with bulls and bears and also contained the words: "They are coming in from Kansas." The program outlined was carried out to a letter with the exception of the Tally-Ho ride which was postponed on account of the inclemency of the weather.

At 5 p. m. on the 13th the special train left Topeka, taking about 125 jolly grain dealers. Upon arrival at Kansas City, the members were all escorted to the Midland Hotel, where a most elaborate supper was served. During its progress theater tickets were distributed to all. A very pleasant evening was spent and the play was enjoyed by all.

Thursday morning was spent by the dealers in visiting on 'Change. At 1:30 all adjourned to the Midland where an elegant banquet was spread. During the courses an orchestra furnished delightful music. After cigars had been passed the speaking commenced.

A. D. Johnson acted as toast master and introduced Mr. B. F. Hargis, president of the board, who in a few well-chosen words gave the visiting dealers a most hearty welcome, which bonded the feeling of friendship more firmly than ever.

President Cortelyou of the association then responded and thanked the members of the Kansas City Board of Trade for the royal good time they had accorded them. We did not miss anything by not going south. We feel that the association is appreciated in Kansas City and I know that we have a better feeling towards the Kansas City Board of Trade than we ever had.

A. D. Johnson: "Kansas City has the only Board of Trade in the country where you can sell wheat that you handle. When you hedge here you can ship your

grain here to fill contracts, but you can't do it anywhere else."

Mr. Murphy of Kansas City gave the continuation of his Swedish story, commenced in Topeka:

Ae tal you en Topeka, bout start on vedding treep,
Van Smiley say ve note can go, ve laek eet note von beet.
Ven Kansas Seeta Board of Trade say come down hare von day,
Kreestena she note vont to go, bot ve baen hare enavay.

Meester Smiley gat von spashal train, and ve come down purty kvick;
Committee peen yellow reebon on, det baen yim dandy treek.
Ven ve come bae det leetle veel vaer da let da peeple troo,
Det man vot take da car fare sae, "Det reebon pay for you."

End ven ve come bae dees hotel, hotel boss say to mae,
"Det yellow reebon bae all raet, you note haf to pae."
Mae yootness ve aet sooper kvick, den run across da street,
For haer det baby mans tal Smiley bout scoop shoffels end veet.

Dees mornang veet Kreesten Ae go on Board of Trade;
Ve see sometang da call da peet, vaer beeg mona can be made.
So Ae tal Kreestena, yoost for fun, we go vit reebon on,
End bai some veet for notang, bot da tal mae Ae baen wrong.

Det reebon pay for see da town end gat sometang to eat,
Bot da must ha cash margin, ven da sall veend for veet.
Kreestena den skal sae to mae, "Ae tal you sometank, Knute,
Kansas Seeta grain mans bae all raet, Ae laek dem purty gude."
Naxt tam ve go on vedding treep, she say eet baen a peety
Ef ve go to New Orleans instead of Kansas Seeta.

W. C. Goffe stated that at all important functions it was customary to invite distinguished guests and that their entertainment committee had done so. He then read a letter from President McKinley who sent his regrets, stating he was busy making arrangements for his third term. J. Pierpont Morgan sent his regrets also stating that he was too busy buying up all the railroads so the dealers would be all treated alike in regard to freight rates.

O. A. Higgins, Stockton: "I consider that a dealer is not doing his full duty to you, unless he ships grain to you, after this royal treatment and is not worthy to be carried on your books with an overdraft."

The banquet was concluded by a few words from Secretary E. D. Bigelow: "We are glad to have you with us. Business relations are based upon confidence between one another. We believe in you and we want you to believe in us. Any grievance you may have can be adjusted before our board of arbitration, with justice. We wish you God speed."

CONVENTION NOTES.

A good meeting.

A number of dealers brought their wives.

Kansas is almost a nation in itself—Cortelyou.

What is the matter with Kansas City? ask the Kansas dealers. They will tell "All Right."

One thing a grain dealer has to live for, is good weights.

The Grain Dealers Journal was represented by J. Carver Strong.

The motto of the Kansas City Board of Trade is "Justice."

The S. Howes Co., Silver Creek, N. Y., was represented by J. N. Heater.

"When the wheat gets joints in it in Kansas, Mrs. Nation will smash it."

The Grain Dealers National Association was represented by B. A. Lockwood of Des Moines and D. Hunter of Hamburg, Ia.

The only man from St. Louis, W. H. Kafns, representing Daniel P. Byrne & Co.

We are workers, we put H. Work on the Board of Directors because we had work before us—Cortelyou.

O. A. Higgins: "There is no need of plugging cars from my part of the country as all wheat is good wheat."

G. N. Consley, Supervisor of Kansas Check Weight Bureau and E. D. Bigelow, secretary of Kansas City Board of Trade, Kansas City, were in attendance.

The Kansas City grain firms represented were as follows: B. C. Christopher & Co., by Stanley Christopher; W. E. Croysdale & Sons, by D. L. Croysdale; T. L. Ewan; Goffe, Lucas & Carkener, by G. S. Carkener, P. F. Lucas and W. C. Goffe; N. B. Hieatt & Co., by N. B. Hieatt; Kemper Grain Co., by W. A. Hinchman, D. F. Piazzek, J. P. Voohrries; Holdredge & Logan by F. P. Logan; Murphy Grain Co., by Wm. Murphy; Snodgrass & Co., by J. T. Snodgrass.

Among the dealers present were O. Ayres, Gardner; T. W. Andrews, Rossville; A. Aitken, St. John; Wm. Astel, Haven; A. D. Blanchard, Bennington; Tom Byrnes, St. Marys; A. H. Bennett, Topeka; Robert Bailey Raymond; J. F. Buell, St. Marys; F. E. Brooks, Frankfort; J. A. Bunaghs, Plainville; L. Cortelyou, Muscotah; H. A. Carlton, Cawker City; R. W. Cornelison, Reserve; S. L. Carpenter, Severance; A. B. Crabbs, Arlington; A. J. Denton, Leavenworth; R. W. Dockstader, Cawker City; B. S. Dockstader, Osborne; J. A. Danielson, Victoria; H. Dreany, LaCrosse; H. J. Dffenbaugh, Washington; J. M. Flint, Wilsonville; A. T. Foster, Verdi; J. M. Flynn, Topeka; E. F. French, Topeka; Geo. Greenough, Wilson; J. H. Gaden, St. John; M. G. Grohm, Zurich; R. B. Gibbs, Morrill; L. H. Harnmett, Schroyer; O. A. Higgins, Stockton; J. F. Hollinshead, Morrill; C. W. Hoyt, No. Topeka; E. M. Jolly, Topeka; L. M. James, Holton; Joe Kirk, Kingman; V. C. King, Plainville; H. W. Kueker, Niles; C. N. Lane, Cuba; E. R. Lotto, Sylvan; F. P. Lint, Atchison; M. L. Marshall, Ashenville; H. I. Merrill, Furley; W. E. Murray, Frederick; J. H. McSherry, Abbyville; Wm. Michner, Rossville; J. G. Maxwell, McPherson; L. Noel, Glasco; John Norton, Topeka; E. K. Neveling, Wichita; M. G. Patterson, Clay Center; M. H. Roller, Circleville; A. T. Rodgers, Beloit; Jesse Starbuck, Horton; C. E. Sheldon, Powhattan; F. C. Selver, Morganville; Wm. Schrenkler, Walker; R. M. Stewart, Reserve; J. P. Thomas, Athol; D. N. Thompson, Morganville; W. Thomas, Home; Frank Thoman, Summerville; H. Work, Ellsworth; Henry Westerman, Kensington; W. S. Washer, Atchison; M. Worthy, Wetmore; J. I. Whetstone, Plevna; Mr. Wright, Lyons.

The American Linseed Co. has placed a \$6,000,000 mortgage on its 44 mills.

EUREKA COUNTERBALANCED ELEVATOR SEPARATOR.

This machine is superior and radically different in principle to any other separator the S. Howes Company has offered the elevator trade, and they have brought it out for this purpose mainly; especially the large sizes where a large machine is required for large capacity. The machine has a divided shoe, each being driven by opposite eccentrics thereby forming a perfect counterbalance. This is a great advantage in the machine and enables the makers to give the user a machine that will run perfectly steady and with less bracing. They build the machine with one or two fans, as desired.

For elevator work they have built the machine with two separate and distinct fans, each drawing air from two sides. The fans being complete and distinct, there are no dead centers. A partition is placed between them, thus creating an even suction from four different points. This permits of a wide separator the entire width of the frame instead of one contracted at the top.

The makers claim more screen surface, thus giving the most perfect cleaning at the same time having large ca-

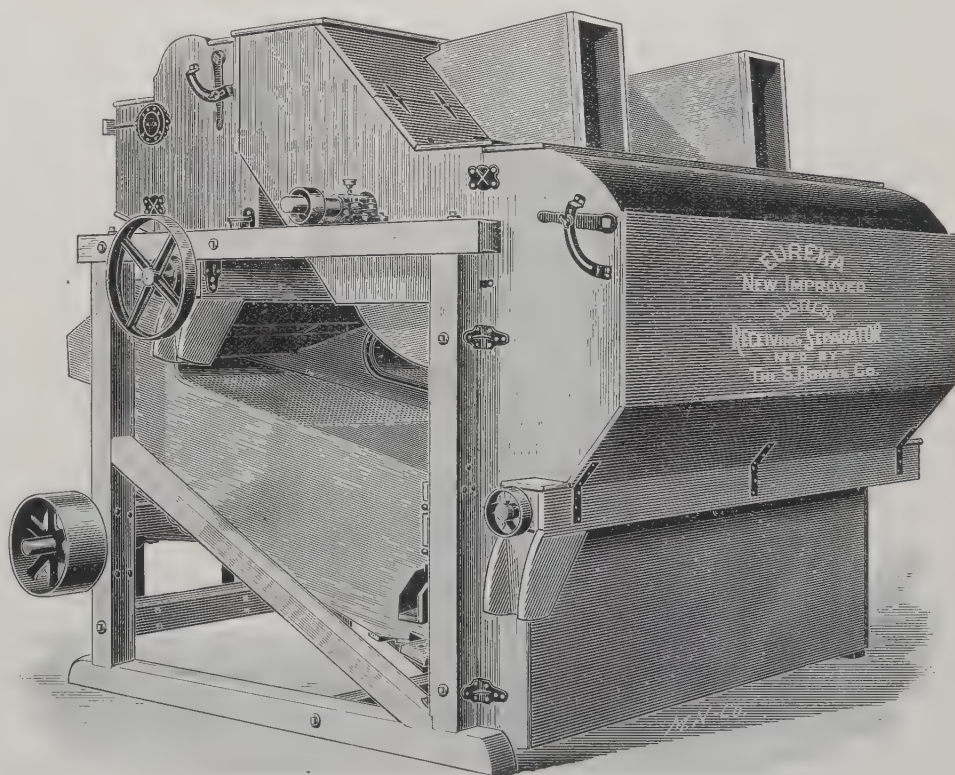
A NOVEL IDEA FOR STATIONERY.

Original ideas in stationery are worth much more than many dollars expended for paper of superior quality, or fine specimens of the printer's or engraver's art; that is, their value as determined by the effectiveness of the advertising derived from their use is greater. An unique



idea in stationery, which is entirely new to the recipient, makes a lasting impression and helps the sender to keep himself and business in the minds of those who receive letters from him.

One of the novel ideas which has recently come to our notice is a trademark



Eureka Counterbalanced Elevator Separator.

capacity. The sieve surface is larger, and the grain being distributed in a thin stream over the entire width of the screens, all impurities are easily and perfectly separated. It is recommended especially for oats separating. It is built in ten sizes, having capacities from 100 bushels to 4,000 bushels per hour.

These machines are in use in some of the largest elevators. To those interested in a machine of this kind, the S. Howes Co. of Silver Creek, N. Y., will be only too glad to furnish detail information.

used on letter heads and envelopes by M. B. Sherwood, Brashear, Mo. It is simply a good representation of a grain of corn bearing his name, address and different lines of business. It would be more appropriate for an exclusive grain, hay and seed dealer, but inasmuch as Mr. Sherwood gives most of his time to these lines, its use for all may be excused.

Congress has repealed the revenue stamp tax on foreign bills of lading, bank checks, telegrams and warehouse receipts, effective July 1.

WORKING FOR CORRECT WEIGHTS AT AT ST. LOUIS.

The committee of eight of the St. Louis receivers, appointed by Chairman G. L. Graham to investigate the city's weighing facilities and to recommend changes which would insure correct weights and make the city a more attractive market for country shippers, are surely working earnestly to arrive at the bottom of the trouble.

A number of meetings have been held with different branches of the trade and changes have been recommended, which if adopted would bring relief to Western shippers and Southern buyers, as well as to the receivers and shippers of St. Louis. If all the reforms recommended so far are put into force St. Louis will be a premium market, but the committee has only started its work.

In order to reduce the expense to the Western shipper who desires to do business thru St. Louis, a petition signed by nine directors and many receivers and shippers of the Merchants' Exchange was sent to the general freight agents of the Southeastern roads entering St. Louis and East St. Louis, requesting them to allow three-quarters of 1 cent per 100 pounds for transferring and weighing grain. The petition is as follows:

St. Louis, March 13, 1901.—To the General Freight Agents, Southeastern Roads, St. Louis, Mo.: Dear Sirs—We, the undersigned, officers and members of the St. Louis Merchants' Exchange, respectfully submit to you this our petition, that you give favorable consideration and grant the request herein made. That the grain traffic of St. Louis may be handled with greater facilities and economy, and more in conformity with the advantages and privileges granted to other grain centers, and especially placing us on equal footing with competing markets east of us, mostly on the Ohio River.

We desire and earnestly request you to allow three-fourths of 1c per 100 pounds for transferring and weighing grain through public and private elevators in St. Louis or East St. Louis. By granting this request, we will have privilege of sacking the grain at the elevators during the transferring, and the elevator people agreeing to provide facilities for doing the sacking, so that when you furnish cars for the grain same will be promptly returned to you, and ready for billing and being loaded to capacity of cars, etc.

You not only save time in loading your cars for shipping, but you save the expense of handling loaded Western cars and crowding your car-tracks, making it impossible to do satisfactory work. Further, it will enable us to handle a larger volume of trade by being able to promptly unload the Western cars, enabling the commission merchants to make prompt returns to the Western shippers, with official elevator certificates of weights.

In granting this petition, you also will be able to enlarge your Southeastern trade in bulk grain, which now is virtually nothing, owing to the present inadequate system. Country shippers West, and elsewhere, refuse to allow their grain to go beyond St. Louis in bulk, without being officially weighed in elevators. They also object to the present manner of car-to-car sacking and weighing, and a recent visit of a delegation representing 4,000 shippers has forced us to take immediate steps to make a radical change in our methods, or lose a large part of the grain which is naturally tributary to this market.

In view of the fact that the cost of transferring grain thru a modern transfer elevator is less than one-eighth of 1 cent per bushel, the Southeastern lines would not find it necessary to allow three-quarters of a cent per hundred for such service. In fact each of them could secure the erection of an up-to-date transfer elevator, with the best weighing facilities obtainable and large handling facilities, by guaranteeing the builder and operator one-half cent per hundred for weighing and transferring.

Each of the Eastern lines terminating at Chicago have one or two transfer elevators on their lines for transferring grain from the cars of the Western roads to their own. In each case the road built and owns the transfer house, and

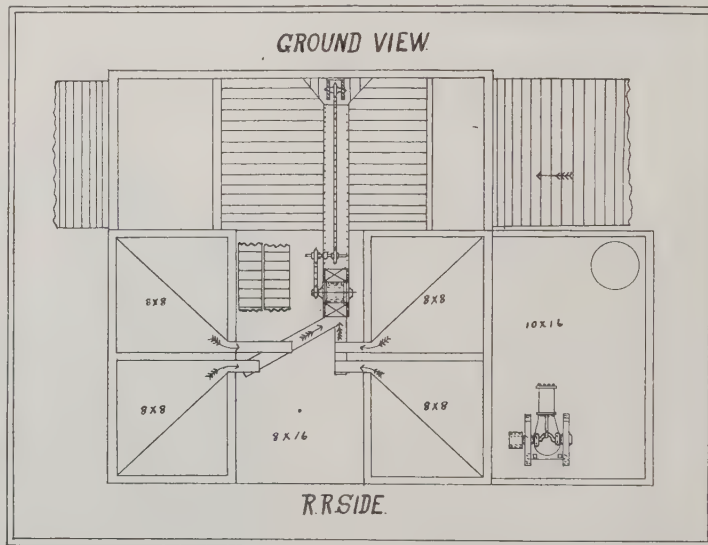
it pays the operator \$1.50 per car for transferring oats and \$1 per car for transferring other grain. The charge for weighing is paid by the shipper. The operators also clip oats for 7/8-cent per bushel, which is, of course, paid by the shipper. Thru the service rendered by these transfer elevators, cars of Western roads are released as soon as the Eastern road provides cars, and correct weights are determined by hopper scales, so that settlement with Western shippers is not delayed until Eastern buyers unload grain and report.

Along the same line the committee of eight has sent a letter to the chief grain inspector of St. Louis, Mo., W. H. Gooding, and also to the chief grain inspector of East St. Louis, George E. Compton, requesting that the rules of inspection be so amended that reconditioned grain may pass through a public elevator with but one inspection. This would permit transferring at a public elevator without the expense of two inspections. It is doubtful if the law of either state will permit of such relief.

more competent supervisors of weighing on each side of the river to examine all scales weekly, giving special attention to the manner in which the weighing is done, and make a weekly report to the directors of the Merchants' Exchange. These supervisors would be empowered to inspect all scales at public and private elevators, mills and other private industries, and also all wagon scales. Reports of scales found to be defective or irregular in weighing are to be posted on the floor of the Merchants' Exchange and continue to remain so posted until the scales in question have been remedied.

This is very good, but it would be better if the Merchants' Exchange would establish a weighing department of its own, to weigh all grain arriving by rail (the city has no right to license weighers for such work), as well as to provide supervisors of weighing and inspectors of scales.

Another most excellent recommendation by the committee is that grain for wagon delivery be confined to the fol-



Ground Plan—6,000-Bushel Elevator.

However, the Southeastern roads may build transfer elevators which will permit grain to be weighed and transferred rapidly into their cars without the necessity of any inspection, and upon modern hopper scales of sufficient capacity to weigh the largest carload at a single draft.

The committee of eight has also recommended that all receiving houses discontinue allowing any weighing charges or showing the same in their accounts of sales, but that all weighing charges be paid by the buyers. In order to obtain weights which are absolutely reliable and to place the department under as many obligations to himself as to the buyer, the country shipper would prefer to pay one-half of a reasonable charge, but when it comes to paying \$1 per car—that is extortion. At a meeting of the local feed dealers held in St. Louis March 21, the proposition for them to pay for the weighing of all grain but was discussed at length, but did not receive favorable action. The millers of the city held a meeting March 23 to consider the same proposition.

The committee has also urged that the Merchants' Exchange employ one or

lowing five yards: For the Wabash west, the North Market street yard; for the "K" line and the M., K. & T., the Tyler street yard; for the Terminal Railroad company, the Main and Biddle street yard and the Eighth and Gratiot street yard; for the Missouri Pacific and Frisco roads, the Seventh street yard. Wagon delivery of grain to all other yards to be discontinued until they are guarded to prevent the stealing of grain and equipped with suitable scales and weighers that will meet with no objections from the receivers.

The committee has not rested its case with making recommendations, but has sent the following letter for information and appointed a committee to make the inspections:

March 16th., 1901.

H. E. Watkins, Sec'y,
Local Freight Agents Asso.,
St. Louis, Mo.

Dear Sir:—

At a meeting of the Grain Receivers and Shippers of St. Louis, held March 15th, in the Director's room, of the Merchants Exchange, it was moved, duly seconded, and unanimously carried, that a committee of three be appointed by the Chairman, to visit and investigate thoroughly, each wagon delivery yard in St. Louis and East St. Louis, relative to the facilities for handling and weighing grain at such yards.

With this end in view, we would respectfully ask that each local freight agent, furnish us in writing, full description of each wagon delivery yard, under his control, and answer the following questions:

- Is the yard fenced?
- Is the yard properly watched, and if so, how many watchmen on both the day and night watch?
- What arrangements are there as to sweeping cars after unloading?
- How far from the yard is the scale upon which wagon weighing is done?
- Can a wagon enter the yards without weighing empty and receiving a ticket from the weigher?
- Can a wagon be loaded at a car without a watchman checking his ticket?
- Can a wagonload be taken out of the yard without weighing on a designated scale?
- Is there a competent weigher in charge of the scale?
- Does the weigher in charge keep suitable and accurate records of his weighing?

The intention is, upon receipt of the above information, that this committee of three, will personally visit each yard, and investigate fully, all details as to the manner of delivery and weighing by wagons of grain, hay, seeds and country produce. The

A 6,000-BUSHEL ELEVATOR.

A well-equipped elevator which can be operated by one man will reduce the operating expenses enough to enable the owner in a short time to pay for his house. We show herewith the end and side elevations and ground plan of a well-arranged elevator of 6,000 bushels capacity. The main building is 16x24x30 feet high, divided into four deep storage bins and one shipping bin, with a space 8x8 feet in which is placed one stand of elevators, the stairway and indicator stand. There is a passage from this space through under the shipping bin which makes a passageway from driveway to railroad track through elevator.

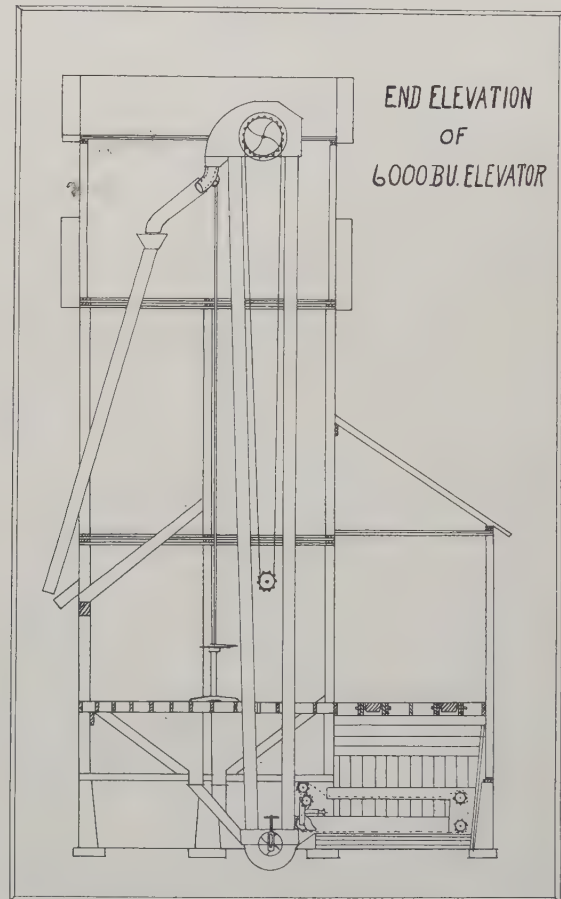
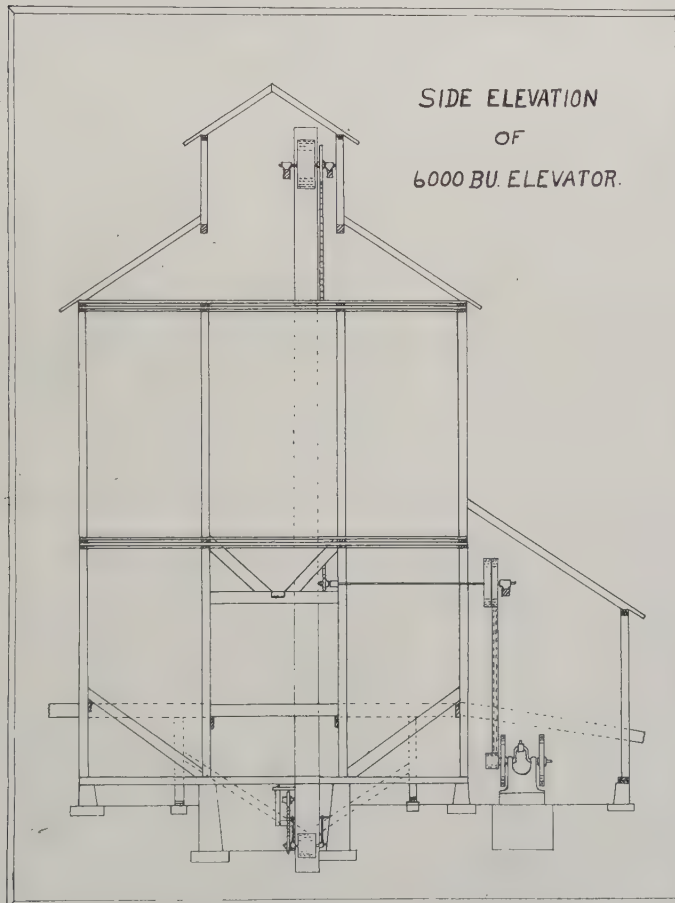
The machinery for this elevator consists of a four horse power gasoline en-

runs over a tight and loose pulley. This enables engine to be started without the load. The power for operating the elevator stand is transmitted to the elevator head by a chain belt.

This elevator can be built at a very reasonable cost. It was designed by the B. S. Constant Co., Bloomington, Ill.

BOOKS RECEIVED.

CLARK'S GRAIN TABLES FOR CAR LOADS has recently been extended to cover the largest car loads. With the new supplement the number of bushels and pounds in any car load is shown at a glance. The entire work of reducing pounds to bushels is obviated and errors prevented by the use of these tables. The original Clarke's Car Load Tables, a



said committee to report back to the committee of eight on each individual yard, upon receipt of which report, the committee of eight, will as soon as possible thereafter, confer with the local agents and recommend to the local agents such yards as may be acceptable for the delivery of wagon grain, hay, seeds and country products.

The earnestness with which the committee is following out every detail of St. Louis weights shows conclusively that its workers fully comprehend the gravity of their position and propose to place St. Louis weights above question. That improvement may soon result is the earnest wish of every dealer doing business in that market.

Buckwheat amounting to 68,366 bushels was exported during the seven months ending Feb. 1, 1901; compared with 71,704 and 972,338 bushels during the corresponding periods of 1899-1900 and 1898-9.

gine, one stand of elevators, an improved indicator and turn-head lifter to distribute the grain from one bin to another, a Constant patented grain feeder under dump and one of Constant's improved self-locking dumps.

The covered driveway and dump is located on side of elevator. The chain feeder conveys the grain from dump to elevator boot. Grain can be elevated and spouted to any of the receiving bins, the shipping bin, or direct into the car. This enables the operator to load direct to car from the wagon if the elevator is full.

The working floor is on a level with the dump and the machinery is so arranged that after starting the engine the elevator can be operated from this floor. The engine-room, 10x16, is located at the end of elevator. The power is transmitted to the line shaft by a belt which

book of sixteen tables, reduced car loads from 20,000 to 53,000 pounds to bushels. The supplement contains twelve additional tables and reduces carloads of oats weighing up to 86,000 pounds; corn up to 108,000 pounds; wheat to 108,000 pounds and barley to 86,000 pounds, to bushels of 32, 56, 60 and 48 pounds respectively. The tables are printed on good paper in two colors, from bold-faced type. Price \$1.50. Grain Dealers' Company, Chicago.

Corn oil exports for the seven months prior to Feb. 1 were 2,521,000 gallons; against 2,084,000 gallons for the seven months prior to Feb. 1, 1900.

The Italian chamber of deputies, March 22, rejected a motion to abolish the duty on cereals and flour. A reduction of 5 lire per quintal in the duty on wheat is promised.

GRAIN TRADE NEWS.

CANADA.

Parrish & Latimer, Strathcona, Alberta, have engaged in the grain and produce business.

The Canadian Northern Railway has let the contract for 7,000 piles for the large new elevator at Port Arthur, Ont.

The Montreal Warehousing Co. has elected George B. Reeve president; W. M. Ramsay, vice-president, and G. H. Hanna, secretary.

A delegation of oatmeal millers recently waited on the Dominion Government to request that the present inequality between the duty on oats and oatmeal be adjusted.

The Winnipeg Board of Trade, at a special meeting March 12, adopted resolutions disapproving of the contracts before the Manitoba legislature with regard to the Northern Pacific Railway and the Canadian Northern Railway.

The Montreal Harbor Board is considering a proposition to apply to the Dominion Government for a loan of \$1,000,000 for the purpose of erecting without delay two grain elevators of 1,000,000 bushels' capacity each, to be under the exclusive control of the Harbor Commissioners.

The American Cereal Co. is said to have purchased the Dickson property at Peterboro, Ont., assuring the erection of oatmeal mills at that point. By this transaction the American company is placed in a favorable position to await with equanimity any action the Dominion Government may take in response to the appeal of Canadian millers for protection.

The Winnipeg Grain Exchange has decided to establish a market for dealing in grain futures, as reported in the Journal, and will apply to the Manitoba legislature for a charter with power to conduct such an institution. The leaders in the movement are C. A. Young, Winnipeg Elevator Co., E. O'Reilly, Thompson Sons & Co., James Carruthers & Co., Dominion Elevator Co. and R. C. Ennis.

At a special meeting of the Montreal Corn Exchange, March 15, the proposition of Mr. Crathern for the construction of elevator by the harbor commissioners was approved. The exchange reaffirmed its conviction, expressed on many previous occasions, that a public elevator to be erected on the harbor front, accessible to both water and rail-carried traffic and equipped to deliver grain by means of carriers to any vessel berthed at or near the three central piers, is an essential adjunct to the trade of the port. The association further reaffirmed its conviction that such elevator or elevators should be built and controlled by the public authority, and operated in the public interest alone, as an adjunct to the traffic of the canal, the Intercolonial Railway, and the harbor.

CHICAGO.

The Northrop Commission Co. has increased the number of its directors from three to five.

Board of Trade memberships are selling at \$2,100.

Captain James A. Baldwin, for 30 years a member of the Board of Trade, died March 15, aged 58 years.

Michael L. Leary, formerly a partner of B. P. Hutchinson, died March 15, aged 72 years. He was a charter member of the Board of Trade.

An amendment to rule 4 of the Board of Trade relating to dealing with bucket shops, has been prepared, with more stringent provisions.

A car containing 3,325 bushels of oats was received March 18, by the Richardson Co., and unloaded at the Santa Fe Elevator.

The many friends of L. B. Wilson, junior member of the firm of VanNess & Wilson, will regret to learn of the continued serious illness of his wife.

The matter of placing receivers' agents under the authority of the Board of Trade as official samplers, is in statu quo, the samplers preferring to continue independently.

A five-hour conference between representatives of the telegraph companies and the Board of Trade recently gave rise to the rumor that the quotation difficulty had been settled.

J. S. Stewart has filed a petition in bankruptcy. Liabilities, \$26,280; no assets. Mr. Stewart has been engaged in the grain shipping business, and the debts were contracted in 1899.

Hay dealers have made three propositions to the railroad agents for the disposal of loose hay in cars. Has the shipper anything to say? When will the much needed hay warehouses be erected?

The Western Union Telegraph Co. brought suit March 19 against the Cleveland Telegraph Co., which is affiliated with the Board of Trade, to restrain alleged pirating of its news, reports and quotations. The arguments have been postponed until April 1.

The directors of the Board of Trade have allowed the claim of A. O. Slaught & Co., against I. N. Parr & Sons of Philadelphia, for \$500 storage, interest and damages for not taking 200,000 bushels of wheat out of a certain elevator in a specified time.

At the end of the bowling season the McReynolds team of the Board of Trade bowlers stands at the head with a winning percentage of 60. The highest score was made by Hanson of the McReynolds, 244. Other good averages were made by Carmody of the Weares, Curry of the Logans, Lewis of the Carringtons and McClean of the Woods.

The smaller commission firms propose an amendment to the rules of the Board of Trade to prohibit the large private wire houses from sending out market gossip, on the ground that the information sent out over the wires draws trade to the private wire firms. The lease of a private wire is very costly and far beyond the means of ordinary commission firms.

A gang of freight car thieves composed of 12 men and boys and one woman has been captured by the police, with \$4,000

worth of stolen goods. Thieving from box cars recently has amounted to \$5,000 per month, on the Chicago Junction Railway alone. The gang usually operated in the yards at Dalton, Hammond, Chicago Ridge and La Grange. Besides looting cars of more valuable property the gang was not averse to stealing grain.

The Armour Grain Co. has been incorporated to deal in grain and seeds and operate elevators and warehouses. The corporation will continue the grain business of Armour & Co. Capital stock, \$1,000,000; president, A. I. Valentine; vice-president, George E. Marcy; second vice-president, E. M. Higgins; secretary and treasurer, E. A. James; assistant secretary and treasurer, Charles W. Dingman; directors, the foregoing, J. Ogden Armour, and K. K. McLaren.

ILLINOIS.

Bert Wells has quit the grain business at Metcalf, Ill.

Rogers Bros. will erect a grain elevator at Granite City, Ill.

Fred G. Homer has removed from Millington to Meriden, Ill.

The Neola Elevator Co. is making improvements at Ladd, Ill.

Coon Bros. of Rantoul, Ill., have bought the elevator of Puett & Williams.

Oscar Williams of Woodhull, Ill., has bought the farmers' elevator at Alpha.

O. B. Fuller is considering the erection of a grain elevator at Mazon, Ill.

F. L. Hough will have charge of the Alpha Elevator Co.'s plant at Alpha, Ill.

H. M. Kirkwood has purchased under foreclosure the elevator at Kirksville, Ill.

George Starz, grain dealer at Lake Fork, Ill., has recovered from his illness.

Robert Hodam has bought a half interest in the elevator of J. R. Carlisle at Downs, Ill.

E. R. Ulrich & Sons, Springfield, contemplate erecting an elevator at Lake Fork, Ill.

Mr. Murray, of Eureka, is promoting the construction of a grain elevator at Secor, Ill.

Armour & Co. are the successors of Hutchinson & Zeller, grain dealers at Harmon, Ill.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Davis Bros. will erect an elevator at Williamsburg, Ill., the second to be built at that point this spring.

McFadden & Co. contemplate repairing their elevator at Sadorra, Ill., and putting in a gasoline engine.

John Gordon, grain dealer of Lincoln, Ill., while in Chicago recently, slipped and fell, breaking his right leg.

The Archer Starch Co.'s factory at Kankakee, Ill., was burned March 12. Loss, \$325,000; insurance, \$125,000.

Rogers, Bacon & Co.'s elevator on the Illinois Central at Pontiac, Ill., burst March 12, dumping the grain on the ground.

J. W. Jennings of Metcalf, Ill., it is said, will manage the new elevator to be built on the Clover Leaf Railroad near that point.

H. L. Schmutz has succeeded H. L. Schmutz & Co., in the grain business at Tremont, Ill., his partner, L. H. Getz, removing to Utah.

Wm. Truitt of Findlay, Ill., was in Chicago last week and reported considerable feeding being done in his district. "Less corn in farmers' hands than at any time since I started in business seven years

ago. A few oats remain in farmers' hands, in fact, more than last year."

Work on the new elevator of L. H. Perry at St. Anne, Ill., has been begun by the Reliance Mfg. Co. The building will be 24x35 feet and 48 feet high.

Marshall Bros., the new grain dealers of Egan, Ill., received during February 29 carloads of grain, averaging over one car a day for the first month's business.

Roy Wakefield, Danville, Ill., March 16: Grain dealers in this section say that winter trade is all over. Millers are having some trouble getting all the white corn they want.

James M. Crosby, Round Grove, Ill., March 7: No old corn in this section of the country. But little of the new crop remains to be marketed. The good prices have cleaned almost all grain out of the country.

R. H. Wolff, manager of the Hazenwinkle Grain Co.'s business at Normal, Ill., writes that his company will remodel the elevator and put up a large storehouse to handle hay, straw and feed by retail and wholesale.

The Farmers' Elevator Co. has been incorporated at Breckenridge, Ill., to deal in grain, coal and building material. Capital stock, \$1,500; incorporators, John C. Hayes, Charles W. Lawrence and Thomas Haney.

Kearby, Harrison & Co. have bot the elevator at Joliet, Ill., of the Crescent Grain Co., and J. M. Kearby has been placed in charge of the plant as the successor of E. Lanier, who has removed to Downs, Ill., to engage in banking.

While a team was being driven into the elevator of Rollins & Risser at Woodland, Ill., recently, the noise of the sheller frightened the horses. The team ran, struck a post half way down the driveway and tumbled over the rail, falling six feet. The driver escaped by jumping.

The contract for the 1,000,000-bushel elevator which the Southern Railway will build at East St. Louis, Ill., for McReynolds & Co. has been awarded to J. E. Botsford and Frank D. Jenks of Port Huron, Mich. The same men built the McReynolds elevator in South Chicago.

Albert L. French of Morgan County has been nominated a member of the Illinois Railroad and Warehouse Commission to succeed Charles S. Rannels. Mr. French was one of Gov. Yates' managers in the early campaign and is owner of an extensive farm and engaged in the grain business.

George C. Dunaway, secretary, writes: A meeting of the Illinois Valley Grain Dealers' Association will be held at the Plumb House, Streator, on Thursday, March 28, 1901, at 7:30 p. m. E. J. Noble, chief grain inspector at Chicago, and Mr. Smillie, supervising inspector, will address the meeting.

R. G. Risser has not sold his interest in the grain business at Paxton, Ill., as stated in the Journal. The sale was made by his former partner, Mr. Filson, of a half-interest to P. E. Alvard of Cleveland, O. The new firm has enlarged and repaired the east elevator at Paxton and taken a lease on the west elevator with privilege of buying at expiration, and is now better fixed to do business at Paxton than at any time in the history of its business at that point.

The Illinois Grain Dealers' Association has issued the following circular: The railroad companies are doing all in their power to furnish cars promptly, as of course it is to their interest to do so, but

as business in all branches as well as grain has been unusually heavy during several months past, there has not been cars enough to supply the demand. If in some way the railroad companies could get cars enough to meet such an emergency there would not be side tracks enough to store the cars when the rush was over. As the large movement of grain from the farmers is now practically over we believe the car question will soon settle itself. We hear there is to be a bill introduced into the legislature requiring the railroad companies to furnish cars within twenty-four hours after being ordered. We hope that you will use your efforts to defeat any such legislation, because, in the first place, the only time such a law would be needed would be of course at just such a time when it would be a physical impossibility to enforce it. We believe such a bill unfair, and the majority of grain dealers are fair-minded and would not ask for something impossible.

INDIANA.

A meeting of grain dealers was held in Lafayette March 20.

Frank Rohrabough will rebuild the burned elevator at Radnor, Ind.

Charles Polk, general merchant, Oak-town, Ind., expects to deal in grain.

W. D. Martin informs us that his successors at Morocco, Ind., are Smith & Jones.

Bishop & Droggo have succeeded P. L. Bishop in the grain business at Auburn, Ind.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Love Bros., Leroy, Lake Co., Ind., will built this spring an elevator on the Pan Handle Railroad.

Kentland men contemplate erecting an elevator on the Pan Handle between that place and Goodland, Ind.

Emery Shepherd, manager of the elevator at Portland, Ind., recently had his foot severely bruised by a wagon wheel.

John H. Zehner, grain dealer of Windfall, Ind., died March 8 on his arrival at St. Augustine, Fla. He was 67 years of age.

The Lake Shore Railroad has given S. S. Bosserman the choice of two sites for the elevator he proposes to erect at La-porte, Ind.

The Churchill-White Grain Co. will remodel the elevator at Wheatfield, Ind., put in additional machinery and double the capacity.

Berryman Hurley is charged with having embezzled \$200 from his employers, J. P. Shoemaker & Co., grain dealers at Middletown, Ind., by falsifying weights and measures.

J. M. Brafford, formerly in the grain business at Frankfort, and who contemplated engaging in the track buying business at Indianapolis, Ind., has abandoned the enterprise.

The bill to regulate the sale and transfer of grain in elevators and other places of storage, introduced in the Indiana legislature by Senator E. H. Wolcott, has been passed and approved by the governor. It will be published in the next number of the Grain Dealers Journal.

Regular dealers of Indiana will assist track buyers and commission men to avoid sending bids and market information to irregular shippers by mailing us the names and addresses of the regular grain shippers at their own and nearby

stations, together with the capacities of grain storehouses. In the interest of your own business do this today.

Natural gas is a failure, say Schalk Bros., of Anderson, Ind., as a fuel for grain elevators. On account of the shortage in the supply of gas during the past winter they have had to run the elevator nights and close it during the day. Becoming tired of this, Schalk Bros. have arranged to erect a boiler room for a new steam plant burning coal. The engine will be of 125 h.-p., and an endeavor will be made to utilize cobs as fuel.

W. C. Hart, secretary of the Kitchell Elevator Co., which was recently formed at Beechy Mire, Ind., writes that the elevator will be built and equipped by Leeter & Kagey. The plant will be conveniently arranged, of 20,000 bushels' capacity, with an attached self-emptying crib of 5,000 bushels capacity, and is estimated to cost \$8,000. While this will be the only elevator at Kitchell's Station on the new C. R. & M. Railroad, two other houses are going up on the same road on each side only two miles apart. The small plant at Witt's Siding is being put in by Witt & Stanley, and that at Boston, Ind., by John Brittain.

IOWA.

Flugstad, Ia., is to have an elevator.

J. A. Funk has succeeded J. Cole & Co., at Blanchard, Ia.

O. R. Savage, Adair, Ia., will build a 35,000-bushel elevator.

W. F. Wykle has removed from Zearring, Ia., to Hubbard, Ia.

A. W. Baird has succeeded Ringlin Bros. & Co., at Marne, Ia.

E. E. Huntley's elevator at Sloan, Ia., is undergoing thoro repairs.

Alva Humeston, Humeston, Ia.: Virtually no corn in farmers' hands.

The Central Elevator at Onawa, Ia., is being improved at a cost of \$1,200.

Hopp Bros. have bot the elevator of O. R. Buffington at Hillisdale, Ia.

George S. Quintal of Jefferson, S. D., has leased the feed mill at Jefferson, Ia.

Osborne & Baker have taken possession of the Knox Elevator at Ralston, Ia.

John Renfelle has taken charge of the grain business at Gray, Ia., for Musson & Son.

Buell & Co., of Livermore, have bot the elevator at Ottosen, Ia., of Hunick Bros.

E. H. Mason of Carnforth, Ia., has an oat bin at Grinnell, but is not a regular dealer.

G. C. Fanton, Belle Plaine, Ia., has installed a three-roller feed mill in his grain elevator.

Readers will confer a favor by sending notices of new elevators; new firms and business changes.

F. J. Stanek, proprietor of the mill at Chelsea, Ia., informs us that he will build a grain elevator.

T. F. Henderson, grain dealer at Popejoy, Ia., has bought the residence in which he has been living.

The annual meeting of the Iowa Grain Dealers' Association will be held April 24 at Des Moines.

N. Millhaem, who recently bot the mill at Bryant, Ia., will double the capacity of the grain elevator.

The Grain Dealers Association of Southeastern Iowa will hold its annual meeting April 16.

J. W. Chambers of the Peavey Grain Co. has removed to Des Moines. The Omaha office will be continued under Mr.

Chambers' supervision by Miss Jessie Royce.

Henry Kruse, Hale, Ia., March 18: No corn from this place; it is being shipped in to feed now.

William Knox has charge of the elevator and lumber yard at Britt, Ia., in the absence of Otto Larson.

Don't fail to attend annual meeting of the Iowa Grain Dealers' Association, Des Moines, April 24th, 1901.

The Peavey Elevator Co. will soon erect an elevator at Berkeley, Ia., to be equipped with gasoline engine.

R. J. Edmonds, Hawthorne, Ia.: 25 per cent of corn in farmers' hands will be held until the new crop is in sight.

Emmett & Follett not only buy large quantities of grain at Dunkerton, Ia., but also grind feed at the elevator.

The insurance on the 5,000 bushels of burned grain at Washington, Ia., valued at \$1,600, has been paid in full, \$1,200.

Craig Peck, who has had charge of the elevator at Preparation, Ia., since it was built, has removed to western Washington.

Iowa grain dealers attribute the present scarcity of box cars to the heavy movement of grain from west of the Missouri River.

William Larson, who formerly bot grain at Ash Creek for Hubbard & Palmer, has succeeded John Doss at Rock Rapids, Ia.

F. H. Fjone has returned to Lake Mills, Ia., from Geneva, Minn., where he has been running an elevator for H. Rippe of Fairmont.

D. Bestor, Lenox, Ia.; Please discontinue my advertisement of elevator wanted. I have received enough propositions for the present.

J. A. Miles of Buck Grove has succeeded T. E. Holmes as local manager for the St. Paul & Kansas City Grain Co., at Underwood, Ia.

Alva Humeston, Humeston, Ia., has just finished rebuilding his 15,000-bushel elevator. Power is supplied by a 15-h.-p. gasoline engine.

Joseph Luken, for six years in the grain business at Dalton, Ia., has retired and will engage in stock farming at Woodstock, Minn.

Reed Bros., of Monteith, Ia., have torn down their elevator and discontinued the grain business. Feeders made too much competition.

C. S. Maxwell of Clyde, after July 1, will have charge of the elevator at Hepburn, Ia., conducted by Mr. Chambers, who died in December.

Edward Porte, who formerly managed the business of the Des Moines Elevator Co., at Harlan, Ia., has removed from Danbury to De Witt, Ia.

J. W. Wiseman, general manager, writes that the Wiseman-Otto Grain Co., of Tara, Ia., has purchased elevators at Tara, Knierim and Yetter, Ia.

Work to secure nomination of candidates for Iowa State Legislature who will promise to support amendment or repeal of Landlord Lien Law.

The Spencer Grain Co., of Minneapolis, Minn., has purchased of the Edw. P. Allis Co., a 14x36 girder frame engine for the elevator at McGregor, Ia.

Arthur Crall has succeeded M. Crall & Sons in the grain, coal and lumber business at Burchinal, Ia. Fred and his father will attend the farm and stock business.

Young Bros. & Hartshorn, Clarion, Ia., are farmers. The four regular dealers at that station are Borel, Harris & Co.,

S. P. & K. C. Grain Co., Counselman & Co., Courson Bros.

Fred Nichols has purchased the elevator at Beaman, Ia., which recently came into the possession of W. E. McLeland of Marshalltown, and will carry on the grain business as heretofore.

The Mineah Lumber Co., of Eagle Grove, Ia., has bot the grain and lumber business of Harvey Bros., at Grand Junction, the latter retiring on account of ill health of Frank Harvey, who will go south.

O. A. Talbott & Co., Osceola, Ia., will build a seed warehouse, 40x60, with cupola and bins above. The equipment will include the latest and best seed machinery, three elevator legs and gasoline engine.

J. R. Smith & Son, Lamoni, Ia., will build an 18,000-bushel elevator with equipment for shelling corn in transit. A 16-h. p. gasoline engine will drive the two elevator legs, cleaner, corn sheller and two dumps.

The Culbertson Grain and Coal Co. has succeeded Culbertson & McGregor at Jefferson, Ia. J. W. McGregor contemplates removing to Oklahoma. S. C. Culbertson will manage the business with the assistance of Roger Marquis in the clerical work at the local office.

Grain dealers will serve the interests of their business by opposing at every turn the candidacy of Mr. Harriman, who is anxious to become Governor of the Hawkeye State. It was this man who opposed effectively the enactment of a measure by the last legislature relieving the grain dealer of the burden of guaranteeing rents of tricky tenants for lazy or sleepy landlords.

The Davenport Elevator Co., Davenport, Ia., has let the contract to Honstain, Bird & Co., of Minneapolis, for the removal of the machinery in the old elevator at Davenport, and the clearing of the site. The lumber in the building will be placed on cars and shipped to points in the northwest where elevators will be erected. The machinery is sufficient to equip three or four country houses.

KANSAS.

The elevator at Oneida, Kan., has been burned.

J. A. Danielson, Victoria, Kan.: New wheat is looking fine at present.

A grain elevator is to be built at Yoder, Kan., by Hall & Robinson of Kansas City.

A. B. Crabbs, of Arlington, Kan., will improve his elevator by increasing his dump capacity.

A co-operative grain and stock shipping association was formed March 18 by farmers at Solomon, Kan.

J. F. Hollingshead of Morrill, Kans., sold his elevator to J. R. Baker, who took possession March 1st.

The Greenleaf-Baker Grain Co., Atchison, Kas., will build a 10,000 bushel elevator at Biglow, Kan.

A new 10,000 bushel elevator will be built at Yuma, Kas., by the Greenleaf-Baker Grain Co., of Atchison.

Thompson & James of Holton, Kan., it is said, will erect an elevator at Hoyt, to be in charge of Mr. Ruffner.

C. G. Bennett of Gypsum City, Kan., writes that Teichgraeber Bros. will build a warehouse and enlarge their elevator.

The Union Mill Co. is converting the mill building at Clearwater, Kan., into a grain elevator of 10,000 bushels' capacity.

Wm. Astel & Son of Haven, Kas., are building a new 35,000 bushel elevator. It will have a handling capacity of 8,000 bushels per hour.

The grain office at W. T. Buck's elevator, Vliets, Kan., was burned recently. The books were damaged and the scale beam was ruined.

F. E. Brooks of Frankfort, Kan., will improve his elevator in the near future. He reports that the prospects for a large crop of wheat in his locality are good.

C. C. Bennett, Gypsum City, Kan.: About 25 per cent of wheat in farmers' hands. A good prospect for the new crop, altho there is plenty of hessian fly in the wheat.

The Kansas elevators of F. H. Peavey & Co. were visited recently by a party composed of C. T. Jaffrey, W. H. McWilliams, B. H. Woodworth, F. B. Wells and F. T. Heffelfinger.

Topeka millers are hard hit by the recent rule of the railroads abolishing the five-cent differential which the capital city has enjoyed for the past thirty years. The flat Missouri River rate is substituted.

Representative J. A. Bucklin of Oakley, who posed as the champion of the farmers in the last legislature, has issued a call for a convention of grain growers to meet at Salina, May 16, and devise means to market their grain without the aid of dealers.

Beginning with March all fees received for the inspection of grain must be paid into the Kansas State treasury, and the employes of the state grain inspection department will receive their salaries from the state, which has appropriated \$33,500 for that department for each of the next two fiscal years.

MICHIGAN.

Capac, Mich., is to have a new elevator. Send us notices of new firms, new elevators and business changes.

Jeffers & Ingalsbee, Brown City, Mich., have started their new elevator.

Frutchey & McGeorge are planning a new elevator to take the place of the one burned at Gagetown, Mich.

Byron Green's elevator at Downingtown, Mich., was recently damaged by fire. The flames were promptly extinguished.

C. C. Field, of Shepherd, Mich., writes that L. D. Estee & Son will build an elevator the coming summer and enlarge their present one.

MINNESOTA.

Farmers at Harwood, Minn., propose to erect a 60,000-bushel elevator.

S. W. Laythe, Kinbrae, Minn., writes that he is out of the grain trade.

The farmers at Kenyon, Minn., have engaged G. N. Bird to draw plans for their new elevator.

Tennant & Hoyt are building an elevator at Lake City, Minn. The contract has been let to S. H. Tromanhouser.

E. S. Woodworth suffered \$1,200 loss recently on hay stored in Pillsbury's warehouse at Minneapolis and burned.

J. B. Sutphin has assumed the duties of his position as weighmaster at Duluth, Minn., for the state grain department.

H. Rippe of Fairmont, has sold his elevator at Geneva, Minn., and the agent, F. H. Fjone, has returned to his Iowa home.

Two-thirds of the offices in the building being erected for the Minneapolis Chamber of Commerce have been rented in ad-

vance to grain and commission merchants.

V. Fischer, Moorhead, Minn., announces that he will retire from the grain and machinery business to devote his attention to farming.

The elevator of Fergeson & Byrns at Wells, Minn., was slightly damaged recently by a fire which started in an adjoining lumber yard.

The seed loan law appropriating \$75,000 has been passed by the senate under suspension of the rules, and is now a law, altho the finance committee failed to recommend it.

Since the St. Paul road announced that the narrow gage line to Preston, Minn., was to be converted into standard gage, several projects for new elevators and feed mills have been set on foot.

An amendment exempting grain and other dealers from damages, under the Grindeland law requiring commission merchants to give bonds, 60 days after products have been handled, has been introduced in the Minnesota legislature.

The bill of Mr. Reilly to abolish the office of chief state grain inspector has been recommended for indefinite postponement by the grain and warehouse committee. The bill giving the railroad and warehouse commission power to appoint the boards of appeal and also the bill making Willmar a grain inspection point have been referred to a sub-committee.

Martin Stephenson's elevator at Brownsdale, Minn., narrowly escaped destruction by fire. Flames were discovered in the office by the railroad agent and promptly extinguished. The fire originated from an overheated stove. Mr. Stephenson had left for home a short time before, but before leaving had put a hod full of coal in the stove and opened the draft. His attention was diverted to some other business and then he left for home forgetting to close the draft.

Bills extending the grain inspection systems have been introduced in the Minnesota legislature. Mr. Ganrud wants Willmar, Minn., to enjoy the privileges of terminal markets. Representative Nelson of Grant wants the inspection and weighing service extended to all elevators in the state when desired by the proprietor of the elevator. Senator E. J. Jones' bill for weighing and inspection at country points has been referred to the railroad and warehouse commission.

The railroad and warehouse commission, after investigating the charges against C. C. Evans, grain inspector at Duluth, Minn., finds that the charge that Mr. Evans, willfully and knowingly graded four cars of wheat No. 1 northern when he knew the wheat was no better than No. 2 northern, and that he did so at the solicitation of a local mixing house for the special benefit of that firm, and to the detriment of another, is not sustained by the evidence. Second, that the charge that Mr. Evans, contrary to the rules of his department and against his better judgment, willfully graded four cars of No. 4 corn and one of no grade corn, when he knew it was good 3 corn and 3 yellow corn, is not sustained by the evidence.

Representative Lane of Hennepin has prepared two bills for the assessment of taxes against elevator firms and dealers in coal and wood. One bill makes all elevator companies and proprietors of independent elevators or warehouses tentatively the owners of all grains in their warehouses and liable for the taxes on

the same, assessed as personal property. The company or agent thus taxed is given a first lien on the grain to insure the collection from the owner of the grain the amount of taxes paid. It is estimated that the passage of Mr. Lane's bill would result in the collection of several hundred thousand dollars annually that is now lost to the state. His second bill is estimated to make a difference of approximately \$150,000 annually in the state's tax receipts. It provides for the assessment of coal and wood dealers in November instead of May, as under the present system. In November the dealers have their stocks of fuel preparatory to the winter's business. In May the assessor visits empty yards and coal bins.

MISSOURI.

Noble & Wilson has succeeded Noble & Freeda at Watson, Mo.

Gaylord, Blessing & Co., grain and stock brokers, St. Louis, Mo., have failed. Liabilities, \$500,000; assets unknown.

The Merchants' Elevator Co. has been incorporated at Kansas City, Mo. Capital stock, \$10,000; incorporators, John Sidney Smith, Claude D. Williams and others.

St. Louis received a big car of oats recently from Farley, Ia. It was consigned to Daniel P. Byrne & Co., and contained 2,765 bushels of mixed oats. This is believed to be the largest car of oats ever received in that market.

The "Grain Drummer" is the title of a monthly circular which the Morrison Grain Co., of Kansas City, Mo., is sending to shippers in the territory tributary to Kansas City, soliciting consignments. Its eight pages are dressed in a style far superior to the ordinary trade circular.

The firm of Snodgrass & Burroughs at Kansas City, Mo., was dissolved March 1 by mutual consent. John T. Snodgrass has associated himself with G. W. Helm and will continue to do a grain and seed business under the firm name of Snodgrass & Co. Philip E. Burroughs will continue to handle bran and mill products.

An organized gang of grain car thieves has been operating extensively at Kansas City. Roused by reports of heavy shortages the railroad officials placed detectives on the ground. Four negroes were arrested and one of them confessed. The cars were broken into under cover of darkness and the grain hauled away in wagons. Having access to the office where the car seals and stamps were kept, the men were enabled to replace the broken seals.

NEBRASKA.

L. Spelts has completed a new grain office at Garrison, Neb.

Ferguson & Callen have succeeded Callen & Co., Rohrs, Neb.

Rundeberg & McCan are erecting an elevator at Western, Neb.

D. K. Sterrett has removed from Eustis, Neb., to Billings, Okla.

The elevator at Kimberly, Neb., is undergoing repairs costing \$1,200.

Fellers & Smith, Table Rock, Neb., have succeeded Ballou & Fellers.

S. G. Robinson has succeeded Alonzo Todd in the elevator at Tecumseh, Neb.

E. G. Taylor has bot the elevator of Thomas Jamrog at Ashton, Neb., for \$4,000.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

F. C. Kellogg & Co., of McCook, are now established at Naponee, Neb., Buck Bros. having retired.

The Greenleaf-Baker Grain Co., of Atchison, Kas., has bought Geo. Coryell's elevator at Glenn Rock, Neb.

The Greenleaf-Baker Grain Co., of Atchison, Kas., will build a 10,000-bushel elevator at North Auburn, Neb.

O. H. Eggleston will take charge of the Farmers Elevator at Risings, Neb., and will rent his grain business at Foley.

Gund & Co. have engaged in the grain business as regular dealers at Hildreth, Neb. A. T. Campbell has discontinued.

P. F. Sandmann, Harbine, Neb., March 18: Winter wheat looks just fine here and the acreage is just about 50 per cent larger.

W. H. Lewis, Alma, Neb., March 22: Wheat crop looking fine. With continued favorable weather it will be above the average.

P. F. Sandmann, Harbine, writes that William H. Garner, at Jansen, Neb., has improved one of his elevators by putting in a gasoline engine.

C. V. Beeman, for four years engineer at Condit & Co.'s elevator, Wahoo, Neb., expects to take the management of an elevator at Rogers, Neb.

Mr. Davey will buy at Rockford, Neb., for the Nebraska Elevator Company, in place of W. L. Bishop, who has removed to Hanlon.

J. B. Hamilton expects to buy one of the elevators at Tamora, Neb., failing in which, he will put in scales and try to do a scoop shovel business.

C. P. Karr, formerly in charge of the Westbrook Grain Co.'s elevator at Boone, Neb., has taken charge of the Omaha Elevator Co.'s house at St. Edwards, Neb.

Mr. Anderson has introduced a bill in the Nebraska legislature, House roll No. 191, to regulate the handling or selling of live stock or farm products in car-load lots on commission.

George Coryell, who recently sold his elevator at Glenrock, Neb., to the Greenleaf-Baker Grain Co., has purchased the Farmers Elevator at Talmage, Neb., change to take effect April 1.

The Westbrook Elevator on the Union Pacific at Albion, Neb., collapsed on the afternoon of March 7, scattering 25,000 bushels of grain in all directions. The building was completely wrecked.

A. L. Harry of Kearney, has taken charge of the elevator on the B. & M., at Schuyler, bought recently by the Central Granaries Co., of Lincoln, Neb. The company will make immediate improvements.

Mr. Allen has introduced a bill in the Nebraska legislature, Senate file No. 228, to provide for a lien for amounts due for threshing grain, or shelling corn, and to provide for the recording and foreclosing of same.

The Nye-Schneider Co. reports that all its elevators along the Fremont road as well as other roads which it uses are filled to the limit with grain and have been during several weeks. The scarcity of cars in transporting grain is heard frequently. The trouble however seems to be to keep the cars in service. It is stated that the Northwestern and Fremont roads have 10,000 cars tied up at this time. The Nye-Schneider Co. con-

tinues to purchase grain and through strong efforts manages to get enough cars each day to transport the receipts.

Theron Nye, one of the pioneers of Nebraska, and founder of the Nye-Schneider Co., died at his home in Fremont, Neb., March 6, from general debility. His health has failed gradually since he fell down a flight of stairs seven years ago. Mr. Nye was born in New York July 26, 1828, and his youth was spent on a farm. After several years experience as clerk and merchant he removed to Fremont in 1857 and for a few years suffered hardship. In 1866 the grain firm of Nye & Colson was formed. Since 1885 Mr. Nye has not been active in business, the work of directing his large interests falling to his son, Ray Nye. Mr. Nye was county treasurer four years and the first mayor of Fremont. He leaves a wife and two sons.

NEW ENGLAND.

The Grand Trunk Railway has placed the contract for 4,000 piles to be used in erecting the large new elevator at Portland, Me.

Work on the proposed 2,000,000-bushel elevator of the Boston & Albany Railroad at Boston, Mass., has been postponed until next year.

The Boston Hay Storage Co. has been incorporated at Portland, Me., to deal in grain, hay and produce. Capital stock, \$50,000; president, Harry M. Verril, Portland; treasurer, Charles D. Booth, Portland.

NEW YORK.

Albert Baker will build a feed mill at Scipio Center, N. Y.

Charles Brocka, blacksmith, Starkey, N. Y., will put in a feed mill and gasoline engine.

John D. Shanahan, chief grain inspector for the Buffalo Merchants' Exchange, is making an extended trip to Baltimore, Philadelphia, New York and Boston, in the interest of the exchange.

Governor Odell of New York has just recommended in his message the completion of the improvements to the Erie Canal which were begun in 1895. This action is a setback to the proposed barge canal.

Theodore L. Cross has been appointed permanent receiver of the Schenectady Elevating Co., which was formed in the 60's to transfer grain from canal-boats to the Delaware & Hudson Railroad at Schenectady, N. Y.

Leroy C. Bradley has exchanged his farm at Ovid for the grain elevator and lumber yard of Nathan Oaks at Van Liew's, N. Y., and the grain business will be conducted by Charles Dowers of Ithaca, N. Y., while Mr. Bradley opens a lumber yard at Farmer, N. Y.

Forty members of the New York Produce Exchange have been suspended for non-payment of the gratuity fund assessment. The members who have refused to pay state that the assessments are not legal, as the courts have not yet decided the case which was recently argued. The board of managers reply that no other course was open to them if they were to carry out the by-laws of the exchange. The names of the suspended members have not been made public, but they will be posted in two weeks on their continued

refusal to pay the assessments. Some of those suspended offered to pay the assessment into a bank, to be held subject to the decision of the court.

NORTHWEST.

The Van Dusen Elevator at Clark, S. D., has been closed.

Farmers near Harwood, N. D., contemplate erecting a 60,000-bushel elevator.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Ball & Grimshaw's elevator at Clark, S. D., was burned March 10. Loss, \$10,000; insurance, \$8,000.

Mr. Munsel has succeeded Albion Wright as manager of the Marfield Elevator Co.'s house at Volin, S. D.

Senator Loomis, who operates a line of elevators in Charles Mix Co., S. D., has established his headquarters at Mitchell.

The Van Dusen-Harrington Co., of Minneapolis, has established a branch grain commission office at Grand Forks, N. D.

The Interstate Grain Palace Association has decided to hold another exposition at Aberdeen, S. D., in the fall of 1901.

The elevator at Hatton, N. D., operated by the St. Anthony & Dakota Elevator Co., of Minneapolis, Minn., was burned March 11, with 3,000 bushels of wheat, 1,500 bushels of flaxseed, 1,000 bushels of oats, and 500 bushels of corn. Insured.

OHIO.

Wood & Son are the successors of Wm. Loos, Ney, O.

Mr. Kline is to build a grain elevator at Bloomville, O.

T. C. Hedges, Richmondale, O., is a scoop shovel operator.

W. A. Cox, miller at Fremont, O., is a regular grain dealer.

Cutter & Ewing are not in the grain business at Holmesville, O.

Send us names and addresses of regular dealers in your district.

Drive out scoop-men by giving us the names of all regular dealers.

V. Jones is trying to do a scoop shovel grain business at Schooley, O.

Ireton Bros. have bought the plant of John F. Haviland at Tipton, O.

A. Peifer & Son are the successors of Peifer & Miller at West Milton, O.

The National Mill Co. is the successor of Miller, Jones & Co., Prospect, O.

E. Chatlain is attempting to do a scoop shovel grain business at Mansfield, O.

C. E. Hartman has succeeded J. C. Spahr in the grain business at Clare, O.

Plank & Gray write that Jacob Frick has retired from business at Wooster, O.

A. J. Miehl, Deshler, O., March 20: Wheat in this vicinity is in fine condition.

Jesse McFarland owns the only elevator at Savona, O., as the successor of D. Kester.

William Banning is reported to be doing a scoop shovel business at Mt. Vernon, O.

J. T. Shaw of Marion, O., who has shipped some hay, never was in the grain business.

Palmer & Miller, grain dealers, have removed their office from Rockford to Celina, O.

Hildreth & Groff are attempting to conduct a scoop shovel business at Frederickstown, O.

George Weber & Son have no elevators at Bryan, O., and are not recognized as regular dealers.

Roberts & Co. are no longer in the grain business at Ashland, O. Mr. Roberts died a year ago.

J. C. Stover is attempting to conduct a scoop shovel grain business at Sabina, O., on the Pan Handle.

S. E. De Wolfe of Marion informs us that Lennox Bros. have sold their elevator property at Green Camp, O.

J. T. Boland, Paris, Ill., is investigating the feasibility of erecting a grain elevator at New Paris, O.

Patty & Coppock of Fletcher, O., write that they expect to contract for the remodeling of their elevator.

Fillius & Co. are regular dealers at Hudson, O. T. Curtis, who operates a feed mill does not buy to ship.

A. J. Miehl, Deshler, O., writes that N. Baden, Hamler, O., contemplates building an elevator at Napoleon, O.

Toledo grain elevators had their basements submerged recently. An ice gorge formed at the mouth of the river.

W. A. Clark is out of the grain business at Van Wert, O. His elevator was burned years ago and not rebuilt.

Timothy Jewell is unknown to the regular dealers at Portsmouth, O., who are H. S. Grimes and Harsha & Caskey.

J. J. Halsted of Upper Sandusky, O., who has been shipping some grain without facilities is talking of building.

Kerr & Hastings Bros. are the successors of Andrew Bros. & Co., who are out of the grain business at Cedarville, O.

Hull & Co., the scoop shovel shippers of Upper Sandusky, O., are harmless. They have scooped until they are out of cash.

J. D. Spangler, Defiance, O.: I am going to improve my elevator. Will need some new machinery. Wheat looking good.

Fogle & Sanderson, dealers in grain and implements at Broadway, O., recently suffered \$1,300 loss by fire. Insured.

C. F. Barnhouse, Morral, O., has material on the ground to increase the capacity of his house from 18,000 to 40,000 bushels.

John C. Leydorf, Perrysburg, O., is a scoop shovel dealer who buys a few cars of barley during the season. He has no facilities.

Sluterbeck & Wilmore are not in the grain business at Van Wert, O., and Ruperight Bros., at the same place, are hay and brick men.

H. B. Camp, Ashland, O., is talking of building an elevator the coming summer. It seems he did not erect his tile elevator last summer.

B. H. Palmer writes that Mr. Harpster of Plank & Harpster, Jeromeville, O., has gone out of business, his partner, Mr. Plank, retaining the mill.

Joseph Sherck and F. W. Heyman are no longer engaged in the grain business at Bellevue, O. The former's elevator was burned some time ago.

H. G. Pollock, Middle Point, O., March 8: The corn continues to come freely. I am doing a good business so far, the receipts exceeding my expectations. The low-down elevator seems to be a success,

as the farmers appreciate the even, level driveways.

O. T. Roszell, who runs a mill and ships some grain at New Carlisle, O., informs us that he contemplates putting in an elevator annex to his mill.

Standish & Smith and W. M. Crawford are attempting to conduct a scoop shovel grain business at Fountain Park, O., on the Pan Handle near Woodstock.

W. P. Shieble is said to be buying grain without proper facilities at Bainbridge, O., and M. Gunning is also buying from farmers with no house of any kind.

Frank Shafer of Belleville, O., writes that M. J. Simons & Son are out of the grain business at Fredericktown, O. The dealers at that point now are Lovering Bros.

The only regular dealers at Columbus Grove, O., are J. A. Hooper & Co., A. Crawford, and E. Henderson & Co., of which firm Jerome Elliott is the junior member.

H. Hansberger, Millersport, O., March 21: Wheat in this section looks as if it would make 85 per cent of a crop; but we may have some hard weather for the next ten days.

J. K. Campbell & Son, after April 1, will succeed Campbell, Younce & Campbell at Kessler Station, O., the Campbells having purchased Mr. Younce's interest in the only elevator at that point.

John E. Leas & Co., West Manchester, O., own and operate the house at West Sonora, O., formerly conducted by Crider & Williams, who have been out of business at that point for years.

J. I. Friedley, Attica, O., March 15: Late sown wheat looking well; early sown destroyed by fly, and land will go to corn and oats. Prospect for two-thirds crop if fly does not destroy any more.

Plank & Gray, Wooster, O., March 21: The wheat is doing well. Some fields a little brown, but in good growing condition. Well-informed people report a fungus that is exterminating the fly.

Two scoop shovel men are working at Bainbridge, O. The only regular dealer having storage and machinery at that place is M. T. Barrett. His 5,000-bushel elevator is situated on the Ohio Southern.

Regular grain dealers of Ohio can assist in discouraging the scoop shovel men by promptly sending us the names of the regular grain shippers at their own and nearby stations for publication. Write us today.

David Younce, formerly of Kesler's Station, has bought the grain house of D. Shaw at Union, O., on the C., H. & D., and has sold one-third interest to Campbell Bros. Mr. Shaw will go out of business.

D. F. Detrick's elevator at New Carlisle, O., which was damaged by the explosion of the boiler, is being repaired. Mr. Detrick and the engineer, Frank Ammerman, who were badly scalded, are recovering.

Charles T. Pierce, Lewisburg, O.: I have been in the business for 12 years and would as soon think of applying for a certificate to teach without posting up as I would to be in the grain business without the Grain Dealers Journal.

Morgan Johnson, Greenville, O., writes: The complete burnout of my elevator of January 30 last knocks me out of the grain business for the present. I now expect to rebuild when the weather be-

comes more favorable. I am not well, and this may delay the matter some, and possibly entirely. Buyers in this city and nearby are slaughtering all margins at present.

F. S. Hanley, Elmwood, O., March 16: Our new crop of wheat is no great sight; fly and freezing may make it worse. We had no wheat here last year; a total failure; our section now is a buyer of wheat, and not quite half a crop of corn.

A. J. Miehl, secretary of the Farmers' Grain Co., writes that his company is erecting a 40,000-bushel elevator on the B. & O. at Deshler, O. The building is expected to be completed by May 1. W. S. Gehrett is president and M. R. Brooks treasurer.

A. E. Clutter of Clutter & Long, Lima, O., was in Chicago last week on his way home from a pleasant winter in California. He returned via Southern Pacific, stopping at Galveston, Port Arthur and New Orleans. Mrs. Clutter will remain on the coast until June.

C. F. Barnhouse, Morral, O., writes: Very little grain moving; corn here mostly fed this year; but little wheat or oats in farmers' hands. Growing crop of wheat looks well. The infernal nuisance of loaning bags still continues in this vicinity. I believe in selling on track rather than consigning.

Scoop shovel men are active at Ridgeway, O. Morton & Liebert scooped fifteen cars of oats from wagon to cars, having no elevator or warehouse. At Horton, nearby, on the T. & O. C., is another scooper, Mr. Williams, and at Buckstein Mr. Perry wields the shovel. These men tell the farmers: "We can afford to pay one cent per bushel more than the elevator man, as we have no investment in property, no taxes, insurance nor hired help." The regular dealer at Ridgeway is John Brungard.

The C., H. & D. Railroad has let the contract for a terminal grain elevator at Toledo, O., to the Macdonald Engineering Co. The house will have a handling capacity for unloading 150 cars per day, and shipping to vessels at the rate of 50,000 bushels an hour. A full equipment of grain clipping, cleaning, drying and conveying machinery will be included in the contract, as well as the restoration of the power plant, docks, foundation and equipment of machinery throughout. The elevator will be in operation August 1, and will involve an expenditure when fully completed of \$300,000.

PACIFIC COAST.

The Centennial Mill Co. will erect a grain elevator at Hatton, Wash.

Construction of the Great Northern Railroad from Marcus to Republic, Wash., is progressing.

William H. Yates, who has been identified with the San Francisco Produce Exchange since its organization, died March 3 of pneumonia.

Charles Covert, manager for the Tacoma Grain Co., at Uniontown, Wash., recently fell upon the icy sidewalk, dislocating his shoulder.

A portion of the Fort Hall Indian Reservation, comprising 416,000 acres of rich land in Idaho, will be thrown open for settlement this summer. By 1902 grain dealers will be needed.

We are indebted to E. Scott, secretary of the San Francisco Chamber of Com-

merce, for the 51st annual report of the Chamber, which, as usual, is a very complete compendium of the commerce of the port.

Flax growers are making contracts with the grain dealers to deliver flax at any of the Clearwater Short Line shipping points for a minimum price of 90 cents a bushel, the arrangement being that the farmer shall receive at least 90 cents a bushel, and if the price be higher than that the dealer will pay within 30 cents a bushel of the Chicago quotation. Last year flax cultivation was a prosperous branch of farming, there being raised and marketed on the Nez Perces Prairie over 250,000 bushels of flax at an average price of \$1.40 a bushel.

A. G. McAdie, director of the California branch of the weather bureau, in his report of March 11, says: The soil had become sufficiently dry for cultivation previous to the rain, and work had been resumed in fields and orchards. Grain planting is practically completed, and all reports agree that a large acreage has been sown. Wheat and barley are in excellent condition, having made rapid growth during the warm weather, and will doubtless be materially benefited by the rain, especially in the south. Heavy crops are expected in all sections. Work in hop fields has been commenced. Alfalfa is strong and healthy, and will yield a heavy crop. Green feed is abundant and becoming very nutritious. Cattle and sheep are in splendid condition.

PENNSYLVANIA.

Hoppe's big grain elevator at Mahanoy City, Pa., was burned at an early hour, March 21.

R. D. Delp & Co., grain dealers at Allentown, Pa., have dissolved partnership. Mr. Delp will continue the wholesale business, while M. F. Miller and his son, Robert, will continue the retail business.

Robert McKnight, the oldest grain and flour merchant in Philadelphia, Pa., died March 14 from a stroke of apoplexy. He was born in Ireland in 1812 and removed to the United States in 1831. After the civil war he engaged in the grain business.

SOUTHEAST.

A grain elevator is to be built at Staunton, Va., by W. F. Brand.

Charles D. Fisher and Henry A. Parr, grain dealers of Baltimore, Md., are visiting Florida.

The Adams Grain & Provision Co. contemplates erecting a two-story warehouse at Richmond, Va.

The anti-bucket shop ordinance introduced in the council of Louisville, Ky., has been defeated.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

W. S. Ridens & Co. of Newbern, Tenn., write that Williams Bros. are building an elevator and flour mill.

J. H. Dickerson writes that the Burgin Elevator Co., Burgin, Ky., contemplates remodeling its elevator.

A grain elevator and flour mill are to be erected at Bardwell, Ky., by E. H. Stapp and others of Blandville.

The new elevator and warehouse of the Liberty Mills at Nashville, Tenn., is to be 180x65 feet, two stories high, of wood

construction covered with iron. The capacity of the building will be 60,000 bushels and the cost, \$7,000.

The construction of a bonded warehouse for grain, fruits and cotton is proposed by prominent citizens of Adairsville, Ga.

Fire at Bardstown, Ky., March 15, destroyed the grain elevator and mill of the Broadway Roller Mills, with 5,000 bushels of grain. Loss, \$14,000; insurance, \$11,000.

The large elevator of the Mountain City Milling Co., at Frederick, Md., containing 40,000 bushels of wheat and corn, was burned March 19. Loss, \$55,000; partially insured.

A grain elevator of 15,000 bushels capacity will be built at Memphis, Tenn., in connection with a new corn mill, by T. E. Andrews, T. L. Davis, J. W. Proudft and William Bollinger.

The erection of a large grain elevator at Memphis, Tenn., is said to be contemplated by the Choctaw, Oklahoma & Gulf Railroad, of which J. F. Holden, Little Rock, Ark., is traffic manager.

The M. J. & W. A. Brown Co. has been incorporated at Baltimore, Md., to conduct a wholesale and retail grain, hay and commission business. Capital stock, \$1,000; incorporators, Matthew J. Brown, Jr., William J. King, Elizabeth M. Brown, Clara F. King and Alice B. Brown.

F. B. Wycus & Co., Dycusburg, Ky., March 11: Winter has been very favorable for all kinds of farm work. More ground has been broken and more preparation made for the coming crop. Wheat has not wintered well; not sufficient snow; usual acreage sown. Our mill is running full time and frequently day and night. Demand for flour, meal and bran good. Trade generally satisfactory in all lines.

SOUTHWEST.

A. J. Thompson, Okarche, Okla., March 19: Wheat looking fine, but needing rain.

The Jefferson Mill & Elevator Co., Jefferson, Okla., has purchased a site on which to erect a mill.

Engineers for the Illinois Central Railroad are preparing plans and specifications for the 1,500,000-bushel elevator to be built at New Orleans.

The Southern Railway is said to be the real purchaser of the Chalmette Terminal and New Orleans & Western Railroad. The transfer includes the Chalmette Elevator at New Orleans.

TEXAS.

The Gulf Rice Growing Co. of Chicago has been given a charter in Texas.

The Binyon Storage & Elevator Co. of Binyon, Tex., has changed its name to Binyon Storage Co.

W. H. Bean & Son will build a grain elevator of capacity sufficient to care for the crop in the vicinity of Howe, Tex.

The Houston & Texas Central Railway has obtained control of the Austin & Northwestern and will extend the line to Lampasas.

Manager John E. Bailey and Superintendent T. W. Teague of the Galveston Wharf Co., have returned from their trip to New Orleans, where they went to in-

vestigate the elevator facilities of the Crescent City.

H. B. Dorsey, Weatherford, secretary, informs us that the annual meeting of the Texas Grain Dealers' Association will be held at Dallas early in May.

The transfer of the new elevator of Charles F. Orthwein's Sons at Fort Worth, Tex., to the J. Rosenbaum Grain Co. of Chicago, has been completed. E. S. Rosenbaum will remain at Fort Worth a few months.

A meeting of the executive committee of the Texas Millers' Association was held March 19 to discuss the condition of the wheat crop, which is considered serious. Reports from the Panhandle millers indicate that wheat has been injured by drouth, but the most serious conditions exist in Central Texas, where an unknown insect similar to the Hessian fly is destroying the crop. Specimens of the insect have been sent east for examination.

WISCONSIN.

Teweles & Brandies contemplate erecting a grain elevator at Sturgeon Bay, Wis.

S. Y. Hyde of La Crosse, Wis., has been nominated for mayor on the Republican ticket.

The W. W. Cargill Co. of Green Bay has leased the Tibbett Elevator at Fond-du-lac, Wis.

Twenty-six Chicago grain dealers have recently bought memberships in the Milwaukee Chamber of Commerce.

Otto Runge, who has had charge of the Cargill Co.'s elevator at New London, has removed to Waupaca, Wis.

Oren E. Britt, for several years in the grain business at Milwaukee, Wis., died March 21, at Morristown, N. J.

The Milwaukee Chamber of Commerce will vote on a proposition to make Chicago warehouse receipts a regular delivery.

The Milwaukee Chamber of Commerce held a caucus March 23 to nominate officers to be voted for at the annual election, April 1.

Memberships in the Milwaukee Chamber of Commerce have recently risen in price from \$78 to \$200. Some report \$500 to be in sight.

The Northern Grain Co. has bought the elevator at Cedar Grove, Wis., of John Jungers. The plant will be remodeled throughout, new scales and gasoline engine installed.

George H. Crowns writes that he has sold his elevator at Cedar Grove, Wis., to John De Master. It is rumored that the house has since been transferred to Freder Bros. of Milwaukee.

Fire at Clyman, Wis., March 5, destroyed the grain elevator owned by the Chicago & Northwestern Railroad Co., with 10,000 bushels of barley belonging to the Watertown Elevator Co. The grain was insured for \$4,000.

The S. Y. Hyde Elevator Co. of La Crosse, Wis., recently received a bushel of Moravian barley from the United States Government. It was grown in Hungary and will be planted in four states by the elevator company.

The Wm. Rahr's Sons Co. of Manitowoc, has bought the elevator at Brillion, Wis., of Broeckert & Bruss, and also the elevator at Forest Junction, which was owned by Mr. Altan. The latter house

has been moved from the St. Paul to the Northwestern Railroad. C. H. Kuehl will have charge of the elevator at Brillion as before.

A number of Chicago option firms and public elevator men are renting offices in and near the Milwaukee Chamber of Commerce building. Some who have been expelled from the Chicago Board of Trade are also seeking admission to the Milwaukee exchange and office rents as well as memberships have risen rapidly recently.

COBS.

Italians have held meetings recently at Rome to oppose the grain tax.

German agrarians are seeking to compensate Russia at the expense of the United States.

The Standard Milling Co. has completed its organization as the successor of the flour mill trust.

Vigorous protests by the Liverpool Corn Trade Association have effected the withdrawal of the insurance underwriters' exemption from liability for loss by riot and civil commotion. When objected to by shippers, the clause will be omitted.

Farmers near La Salle, Ill., chuckle in their sleeves as they drive past a huge pile of cornstalks for which the Marsden Co. paid them \$20,000 during the fall of 1897. The stalks were to be made into cellulose for warships; but the factory never materialized.

The steady decrease in the exports of breadstuffs from the United States since the unprecedented total of a few years ago, appears to have been arrested, and the exports during February, as reported by the bureau of statistics, show a substantial increase over those of a year ago.

The corn in farmers' hands is estimated at 776,200,000 bushels, or 36.9 per cent of last year's crop; against 773,700,000 bushels, or 37.2 per cent of the crop of 1899, on hand on March 1, 1900, and 800,500,000 bushels, or 41.6 per cent of the crop of 1898, on hand on March 1, 1899, as reported by the Department of Agriculture.

Of oats there are reported to be about 292,800 bushels, or 36.2 per cent of last year's crop, still in farmers' hands, as compared with 290,000,000 bushels, or 36.5 per cent of the crop of 1899, on hand on March 1, 1900, and 283,000,000 bushels, or 38.7 per cent of the crop of 1898, on hand on March 1, 1899, as estimated by the Department of Agriculture.

The March report of John Hyde, Statistician of the Department of Agriculture, shows the amount of wheat remaining in farmers' hands on March 1 to have been about 128,100,000 bushels, or 24.5 per cent of last year's crop, compared with 158,700,000 bushels, or 29 per cent of the crop of 1899, on hand on March 1, 1900, and 198,000,000 bushels, or 29.3 per cent of the crop of 1898, on hand on March 1, 1899.

Exports of breadstuffs during the eight months ending March 1, as reported by O. P. Austin, chief of the bureau of statistics, included 77,471,000 bushels of wheat, 131,634,000 bushels corn, 22,536,000 bushels oats, 1,090,000 bushels rye, and 5,553,000 bushels barley; compared with 69,796,000 bushels wheat, 145,040,000 bushels corn, 31,183,000 bushels oats, 1,582,000 bushels rye, and 19,276,000 bushels barley, during the corresponding period of 1899-1900. The total value of all breadstuffs exported was \$173,982,000, compared with \$173,278,000.

THE SUPPLY TRADE

E. H. Witte, president of Witte Iron Works Co., Kansas City, Mo., was in Chicago last week buying a number of new machine tools.

A. S. Garman of Akron, O., the Ohio and Indiana representative of the Huntley Mfg. Co., was in Chicago last week renewing his youth.

Edward R. Taylor, Penn Yan, N. Y., is sending friends a neat 1901 calendar calling attention to his carbon bisulphide, the grain and seed insecticide.

Honstain & Co., Minneapolis, Minn., have changed their firm name to Honstain, Bird & Co., and removed their offices to 307 South Third St.

M. H. Winslow, proprietor of the Government Standard Scale Works, Terre Haute, Ind., writes: "I consider the \$1 I spent for the Grain Dealers Journal the best investment I ever made."

The Bondy & Price Mfg. Co., has been incorporated at Guthrie, Okla., with a capital stock of \$20,000. The incorporators are D. H. Bondy, R. W. Price and R. L. Jarvis. This company will manufacture the Hamilton elevator.

The manufacturers of power corn shellers have renewed their agreement made last year and will not exhibit their goods at fairs. An elevator man would be more likely to think of going to the county fair for religion than for a corn sheller.

The index is so arranged that any of the many articles listed can be readily found. The book is of a handy size, can be readily slipped into a coat pocket, and it is bound in a flexible cloth cover. Copies can be had for the asking.

The Monarch Gas Engine Co., Indianapolis, Ind., is sending to its friends and customers a neat twenty-page booklet illustrating and describing the Monarch Gas Engine. It contains many beautiful half-tone cuts of its engine.

The N. P. Bowsher Co., South Bend, Ind., write: "Forty-four head of cattle were recently sold on the Chicago market and brought 30c per hundred more than any other sales quoted that day. They were fed on corn and cob meal ground on No. 8 Bowser mill."

Mr. Gustave E. Mann, of the Milwaukee Bag Co., Milwaukee, Wis., died recently at his home at the age of 41 from stomach trouble. Mr. Mann was engaged in the bag business in Milwaukee for the past eleven years. There will be no change in the Milwaukee Bag Co. through his death, the business will be continued as heretofore by the two remaining partners.

We have received two catalogs from the Borden & Selleck Co., Chicago. One describes the construction and operation of the Howe Gas and Gasoline engines and illustrates the engine and many of its commendable features. The other is devoted to Howe scales and shows a large line of scales especially adapted for use in grain elevators. Copies can be procured by writing the above firm.

"A Book of Elevating and Conveying Appliances" is the title of a new catalog recently issued by the Webster Mfg. Co., of Chicago. It contains 270 pages and is known as catalog M. It is devoted entirely to elevating and conveying machinery and appliances. This catalog is designed especially to give the details regarding the sizes, capacities, etc., so that

its recipients will have the full advantage of knowing the detail of construction of the various articles manufactured by the Webster Co. It is well printed on good book paper and profusely illustrated with half tones, wood cuts and zinc etchings.

Catalog No. 26 of H. W. Caldwell & Son Co., engineers and machinists, Chicago, Ill., has been received. It is one of the largest and most complete catalogs that we have received. It is a fine specimen of printers' art, being well printed upon highly calandered paper and bound in cloth covers. Its 440 pages teem with fine illustrations of elevating, conveying and power-transmitting machinery and specialties for grain elevators, flour mills, etc. The opening pages deal with the Caldwell Flight and Helicord Conveyor. The last thirty pages are devoted to engineering notes and contain such information and data as is most frequently found useful in practical work. The index is very complete and well arranged, so that any of the numerous articles described can be readily found. Just preceding the index is a map showing location of the Caldwell plant, its railroad facilities and means of reaching it. This catalog would not be out of place in a library and should be in the hands of all who contemplate building.

SUITS AND DECISIONS

Insanity or death of principal terminate the agent's authority.

Statements in a catalog as to the capacity of machinery, if relied on by the purchaser, constitute an express warranty.

The measure of damages for a breach of warranty is the difference between the real value and its value had it been as warranted.

A warranty of good workmanship does not cover a defect in the plan of construction, but relates only to the execution of the plan.

The purchaser of a machine under warranty may on breach return it, or sue for the difference between the real and represented value.

J. K. Elliott & Co., grain dealers, Minneapolis, Minn., have brought suit against George H. Baker, to collect the balance due on a car of grain.

George J. Ihrig, proprietor of the grain elevator at Springfield, O., is suing the Big Four Railroad for \$10,000 damages for personal injuries, sustained at a crossing.

Mrs. Flora Storrie was awarded judgment March 15 against the Grand Trunk Elevator Co., Port Huron, Mich., for \$8,000 damages for the death of her husband.

A Dutch grain importing firm has brought suit against the Seaboard Grain & Export Co. of Duluth, Minn., to recover \$7,211 on a cargo of flaxseed that was not delivered.

Christian Rodenberg has brought suit against the Samuel Born Co., grain dealer, La Fayette, Ind., to recover \$2,000, alleging that grain bot was not up to grade and was short in weight.

A test case has been brought by the Buffalo Elevating Co., Buffalo, N. Y., against the Prussian National Insurance Co., to recover \$1,200 of the loss on the burned Dakota Elevator. Other suits, aggregating \$60,000, are pending.

W. H. Merritt & Co., Chicago, have brought suit against the Pacific Surety Co. for \$20,000. The surety company guaranteed the faithful performance of the contract by the Western Engineering & Construction Co. for the erection of the Merritt Elevator at South Chicago in 1899. The engineering company became bankrupt and the contract had to be relet.

Where goods of the same kind and value, belonging to different owners, are intermingled and confused by one owner willfully, but not in bad faith, the other owner does not thereby become the owner of the whole; but when the part of the whole mass belonging to the latter is, by reason of such confusion, made uncertain, every reasonable doubt as to the amount of his share must be resolved in his favor.

The New Jersey Court of Errors has just decided that the grain elevator of the Erie Railroad was not used for railroad purposes within the meaning of the Railroad Tax Law of 1884, and that the elevator property was therefore assessable by the local assessors of Jersey City and not by the State Board of Assessors. This sets aside the assessment made by the State Board of Assessors and allows the local assessment to stand.

Judge Sears of the Appellate Court has just given an opinion in the case of the Christie-Street Commission Co., of Kansas City, against the Chicago Board of Trade. In this case the aid of a court of equity was sought, by the commission company to protect its business, and by the Board to punish crime. Both these objects are declared by Judge Sears to be without the scope of chancery jurisdiction. The remedy of the commission company is in a suit for damages for loss caused by cutting off the quotations; and the recourse of the Board is to the criminal court for a prosecution of the law-breaker. The injunctions asked by the company and the Board both are denied, and the parties are left in the same position as before the litigation was begun.

Every one has a legal right to speculate in every commodity which he does not own, and for which, as a commodity, he has no use. He may enter into a contract to buy or sell anything of value for the sole purpose of speculating, with no other object in view than that of making profit out of the transaction; but he must in good faith bind himself to deliver or receive the thing sold or purchased. It is true that the undiscovered purpose of one of the parties to a contract not to deliver or receive the article contracted for will not affect the other party, who relying on a contract calling for delivery, intends in good faith that the contract shall be carried out in all of its particulars. But when neither party intends that the property shall be delivered, when they intend that the difference between the purchase price and the market value at the time specified shall be paid to the one who wins, then the transaction is a mere wager, and is void at common law in this country. *Dows v. Glaspel*. (Supreme Court of North Dakota.) 60 N. W. Rep.

A rice trust has been formed in Germany as the outcome of the unprofitable condition of the rice milling industry. To reduce expenses nine mills have placed their entire business with one board of managers, operating as the "Reis und Handels Aktien Gesellschaft" with headquarters at Bremen and a capital of \$95,000,000.

PATENTS GRANTED

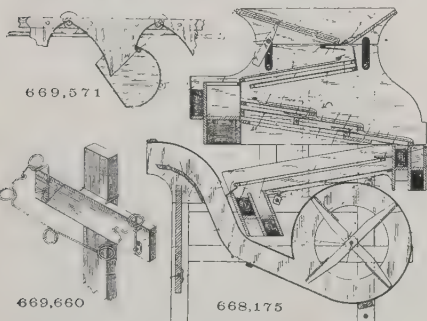
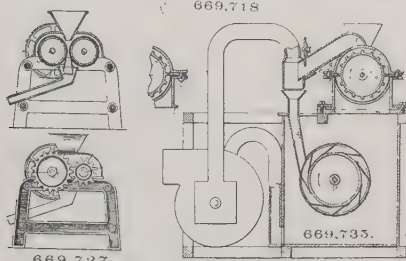
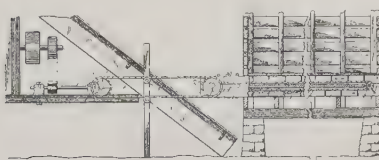
Jesse Walrath, Racine, Wis., has been granted letters patent, No. 669,272 on a gas engine.

John M. Sanders, Dalton, Ga., has been granted letters patent, No. 669,400 on a baling press.

Albert L. Treese, Jennings, Okla., has been granted letters patent, No. 669,948, on a baling press.

Elihu Thomson, Swampscott, Mass., has been granted letters patent, No. 669,737, on a gas engine.

Orville B. Johnson, Tyngsboro, Mass., has been granted letters patent, No. 669,416, on an explosive engine.



August J. and Philip J. Wickman, Nevada Mills, Ind., have been granted letters patent, No. 669,607 on a grain weigher and bagger.

Winfield S. Livengood, Kansas City, Kan., assignor to George Ertel Co., Quincy, Ill., has been granted letters patent, No. 669,179, on a baling press.

Norman E. Pierce, Chicago, Ill., has been granted letters patent, No. 669,660 (see cut) on a bag holder. The holder is made of a single piece of wire bent as shown and attached to a cross board.

Lewis O. Whittemore, Verona, Ill., has been granted letters patent, No. 669,718 (see cut) on a feeder for corn shellers. A covered fixed trough with a detachable section at one end and power wheel at opposite end, contains an endless carrier belt.

Charles D. Fuller, Kalamazoo, Mich., has been granted letters patent, No. 669,727 (see cut) on a bean huller. A frame supports two rollers adjustable to and from each other and running at different speeds. The rollers are covered with fluted rubber cushions.

Anton S. Frosliid, Minneapolis, Minn., has been granted letters patent, No. 688,175 (see cut) on a grain separator. A

series of overlapping sieves is combined with a series of main or head decks underlying each higher sieve, a shaking shoe, flexible flap sections and a series of flexible riders.

Charles S. Rider, Silver Creek, N. Y., assignor to the S. Howes Co., same place, has been granted letters patent, No. 669,735 (see cut), on a hulling machine. The ribbed hulling cylinder is rotated in a case composed of upper and lower sections provided with longitudinal flanges, between which a hulling blade is arranged.

Edward C. Berghoefer, Milwaukee, Wis., has been granted letters patent, No. 669,571 (see cut) on an elevator and conveyor. Hoppers fixed on and traveling with an endless carrier have hinged buckets depending therefrom, the buckets being so disposed that when the carrier is traveling in a substantially horizontal direction with the buckets below, material poured into such hoppers will by gravity pass thru the hoppers into the buckets, and when the carrier is traveling in a horizontal direction with the buckets above the hoppers, the buckets will discharge their contents into and thru the hoppers in a reverse direction to that in which it passed to enter the buckets.

Sweden is considering an increase in the duty on corn.

O. C. Barber is trying to combine the independent cereal mills.

Bank checks and grain tickets will require no stamp after July 1.

Malt amounting to 310,000 bushels was exported during 1900; compared with 386,000 and 451,000 bushels during 1899 and 1898.

Argentina shipped 832,000 bushels of corn from Jan. 1 to Feb. 23; against 4,128,000 bushels for the same period of last year.

Shipments of grain from Chicago east-bound during the week ending Feb. 23 were 2,115,000 bushels, or 63,000 bushels less than for the preceding week.

NOTICE!

We, the undersigned, hereby notify the public that we own and control all the rights for the Process of Bleaching and Purifying Grain under U. S. Letters Patent, Number 592691, issued October 26th, 1897, to E. F. Cazalet, who, for value received, assigned to us all his right, title and interest in said patent on October 30th, 1899.

Notice is also given that any person or persons using such process without obtaining the right to do so from us will be prosecuted according to law; and any person advising us of such violations will be suitably rewarded. We also advise the public that we have no agents, and that all business must be done direct with this office.

MCCRAY, MORRISON & COMPANY,

KENTLAND, INDIANA.

GRAIN RECEIPTS.

For the week ending Mar. 23, the receipts of wheat, corn and oats at nine primary markets, and at the leading seaports, as compiled by the Trade Bulletin, were:

WESTERN PORTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	819,216	1,653,557	1,541,059
Milwaukee....	369,000	87,300	107,200
Minneapolis..	1,893,230	159,200	225,910
Duluth.....	264,147	231,338	107,524
St. Louis.....	341,000	395,000	306,800
Toledo.....	241,197	187,318	59,651
Detroit.....	27,516	89,827	52,000
Kansas City..	404,800	70,500	.....
Peoria.....	13,600	239,000	178,700
Total.....	4,373,706	3,113,040	2,578,844
Last week....	3,709,921	3,912,398	2,644,737
Last year....	4,035,361	4,289,136	2,936,324
SEABOARD.			
New York....	528,300	685,600	1,085,000
Boston.....	264,894	406,780	276,663
Philadelphia.	69,510	546,531	159,029
Baltimore....	126,950	1,007,965	126,175
New Orleans.	376,000	189,975	.....
Galveston....	216,000	.....	.....
Total.....	1,581,654	2,836,851	1,646,867
Last week....	1,442,047	2,608,106	1,099,310
Last year....	871,245	3,002,422	659,486

GRAIN SHIPMENTS.

For the week ending Mar. 23, the shipments of wheat, corn and oats at nine primary markets, and at the leading seaports, as compiled by the Trade Bulletin, were:

WESTERN PORTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	287,316	1,060,309	1,658,625
Milwaukee....	93,900	18,000	83,550
Minneapolis..	211,940	37,270	74,740
Duluth.....	6,570	.....	.....
St. Louis.....	766,000	547,000	202,705
Toledo.....	18,500	162,100	89,000
Detroit.....	6,704	14,393	.....
Kansas City..	583,200	115,500	.....
Peoria.....	6,400	83,000	324,400
Total.....	1,980,530	2,037,572	2,429,020
Last week....	1,669,615	2,087,364	2,220,341
Last year....	1,037,814	2,568,481	1,976,891
SEABOARD.			
New York....	617,162	669,419	231,165
Boston.....	79,959	274,650	.....
Philadelphia.	35,995	392,707	118,035
Baltimore....	32,000	864,791	.....
New Orleans.	248,000	452,286	.....
Galveston....	100,000	.....	.....
Newp't News	34,000	148,857	.....
Total.....	1,147,116	2,802,710	349,200
Last week....	2,352,292	2,915,569	313,093
Last year....	832,180	3,061,534	41,187

SHUCKS.

The linseed oil trust might have expected to find itself flaxed some day.

They have a good brand of whiskey in San Antonio called the "Horn of Plenty," because it will corn you copiously.

"Phwat koind of a horse is a 'cob,' Larry?"

"Wan tho'ts raised intoirely on corn, Dinny."

Stocks: The hottest and driest time I ever heard of was last July. Ticks: On the contrary, it was very cold. Stocks: How is that? Ticks: I had corn sold short and my broker wired me that I was frozen out.

"In looking over the garret, Jared, I find ten large sacks of grain. What shall I do with them?" "That is not grain. That is the seeds grandfather received from our Congressman during the last years of his life but never had time to plant. They'll burn like tinder. Use them for fuel."

DIRECTORY OF REGULAR GRAIN RECEIVERS AND DEALERS.

Dealers and Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.

BUFFALO.

W. B. Gallagher, damaged grain.
Dudley M. Irwin, barley,
Watkins & Anderson, grain and feed.
S. W. Yantis, grain and feed.

CAIRO, ILL.

H. L. Halliday Milling Co., grain.

CHICAGO.

Armour & Co., grain buyers.
Bartlett, Frazier & Co., grain.
Calumet Grain & Elevator Co., commission merchants.
Dreiske & Hinners, commission.
L. Everingham & Co., grain, seeds.
The Glucose Sugar Refining Co., buyers of corn.
H. Hemmelgarn & Co., commission.
W. F. Johnson & Co., grain, seeds.
L. H. Manson & Co., grain comsn.
W. H. Merritt & Co., grain, seeds.
Milmine, Bodman & Co., grain comsn.
W. R. Mumford Co., commission.
Alex Rodgers, seed merchant.
Rosenbaum Bros., receivers, shippers.
James P. Smith & Co., grain.
E. W. Wagner, receiver and shipper.
Ware & Leland, grain, seeds.
Van Ness & Wilson, grain receivers.

CINCINNATI.

Collins & Co., exclusively commission, grain and hay.
Gale Bros., corn, wheat and oats.
Union Grain & Hay Co., grain, hay.

CLEVELAND.

Strauss & Joseph, grain, seeds, hay.

DETROIT.

C. A. Burks & Co., grain, mill feed.

EVANSVILLE.

W. H. Small & Co., grain, seeds.

GREENVILLE, OHIO.

E. A. Grubbs Grain Co., track buyers.

INDIANAPOLIS.

Bassett & Co., commission.

LOUISVILLE, KY.

A. Brandeis & Son, recvs & shippers.
Strater Bros., receivers and shippers.

MEMPHIS.

John Wade & Sons, grain dealers.

MILWAUKEE.

L. Bartlett & Son, commission.

MINNEAPOLIS.

Van Dusen-Harrington Co., comisin.

NEWARK, N. J.

J. C. Smith & Wallace Co., grain, hay.

NEW YORK.

Geo. N. Reinhardt & Co., hay, grain.

PEORIA, ILL.

P. B. & C. C. Miles, grain commission.

PHILADELPHIA.

E. L. Rogers & Co., grain, hay.
A. Judson Stites, grain and feed.

PITTSBURG.

Daniel McCaffrey's Sons, grain, hay.
R. S. McCague, grain, hay.

PORTLAND, ME.

Edward P. Merrill, grain broker.

ST. LOUIS, MO.

Daniel P. Byrne & Co., grain, hay, seeds.
Connor Bros. & Co., grain comsn.

TOLEDO.

Churchill & Co., grain and clover seed.
Also offices at Chicago and Buffalo.
East Side Milling Co., salvage, grain.
C. A. King & Co., grain, clover seed.
National Milling Co., buyers of wheat.
Reynolds Bros., grain.
W. A. Rundell & Co., grain, seeds.
Southworth & Co., grain, seeds.
J. F. Zahm & Co., grain, seeds.

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on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

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NET CASH SURPLUS, \$469,382.27
W. L. Barnum, Secy

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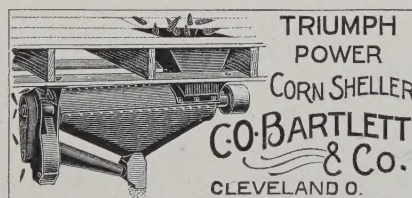
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F. D. BABCOCK, Secretary,
IDA GROVE, IOWA.

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In the Michigan Millers Mutual Fire Insurance Co., of Lansing, Mich.
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Insurance follows grain up and down as the quantity stored in each house changes. Will ALWAYS have insurance where you have grain.

Simple, Sure, Economical. Investigate and you will find it absolute protection and cheap. Business handled anywhere. Write us.

H. H. LANTZ & CO., DES MOINES, IOWA.
25 years' experience. Best of references.

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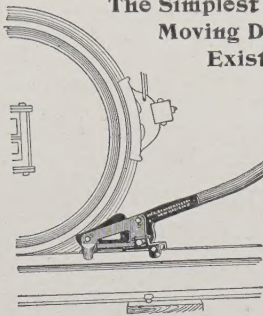
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The Simplest and Best Car Moving Device in Existence.



Will move the heaviest loaded car four inches with one downward movement of the lever. It does not lift the wheel but turns it. A concave block engages the outward part of the wheel and a hooked lever works under it. This hooked lever is the secret of its easy working. A "V" shaped bit works on the rail in such way, that the heavier the car is loaded the tighter it holds, making it impossible to slip. The Hageman Car Mover has taken the place of every other device wherever introduced.

Made of best material. Parts Interchangeable.

Manufactured by

HAGEMAN & SON,

New Madison,

Ohio.

CLARK'S DOUBLE INDEXED CAR REGISTER

Is designed to afford ready reference to the entry or record of any car number. Its facing pages are ruled into five columns, those on the left hand page being numbered 0, 1, 2, 3 and 4; while columns on the right hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

The book is made of heavy ledger paper and well bound. Size, 11x14 1/2 inches.

No. 40 contains 36 pages, with spaces for registering 9,000 cars. Price, \$1.50.

No. 42 contains 68 pages, with spaces for registering 17,000 cars. Price, \$2.50.

GRAIN DEALERS COMPANY,
10 PACIFIC AVE., CHICAGO.

Shipping and Record Book

FOR

SHIPPERS and RECEIVERS.

number bushels, price, amount, less freight, draft commission, exchange, dead freight, amount over, drawn, short, amount, over run, amount, due shipper, amount charged railroad company excess freight, profit, loss, folio, remarks. The columns are arranged on the facing pages in order named, so that any information regarding shipment can be quickly found. No journal is needed; all accounts can be posted direct to the ledger, therefore the Shipping Record saves time and prevents errors.

The book is 11 x 17 inches, well bound in half Russia, with cloth sides, has 200 pages.

Price \$3.00, express prepaid.

For Sale by

GRAIN DEALERS COMPANY,

10 Pacific Ave., CHICAGO, ILL.

C. H. Tryon & Son, Strawn, Ill.: You may stop our advertisement of scale. We have had eight inquiries from six states and think we can make a sale.

The pages of this book are specially ruled so as to provide columns for 27 different facts, as follows: date, shipped from, where shipped, car number, initial, grade, bales, pounds.

Clark's Grain Book

Is a Record and Memorandum Book for the use of Country Dealers.

It is 9 1/2 x 12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmers name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price.

Price \$1.50.

For Sale by

Grain Dealers Company,

10 Pacific Avenue,

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VERY CHEAP RATES TO CALIFORNIA.

Every Tuesday until and including April 30, the Burlington Route will sell one-way excursion tickets to California at the lowest rates offered for years. Only \$30.00 from Chicago and \$27.50 from St. Louis.

The most attractive and interesting way to go is via Denver and Salt Lake City, through Colorado by daylight and past all the magnificent mountain scenery by daylight. We run Pullman Tourist Sleeping Cars through to the Coast that way. They are very comfortable and inexpensive. A sleeping berth holding two, only \$6.00. Please write for particulars and send six cents for our beautifully illustrated book on California. Address P. S. Eustis, General Passenger Agent C. B. & Q. R. R., 209 Adams Street, Chicago.

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The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, traverses eight States, namely:

NORTH DAKOTA.	MINNESOTA.	NORTHERN MICHIGAN.
SOUTH DAKOTA.	IOWA.	WISCONSIN.
Express Passenger Trains Fast Freight Trains Throughout	MISSOURI.	ILLINOIS.

which comprise a great Agricultural, Manufacturing and Mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address,

LUIS JACKSON,

Industrial Commissioner C., M. & St. P. R'y,

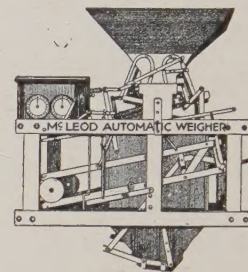
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Can we interest you in this money saver?

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Write for Catalog and Prices.

Clarks Grain Tables

AVOID UNNECESSARY FIGURING,
PREVENT ERRORS IN COMPUTATIONS
BY USING

CLARK'S STANDARD SERIES
OF GRAIN CALCULATORS,
FOR REDUCING POUNDS TO BUSHELS.

Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

Clark's Vest Pocket Grain Tables include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

Clark's Grain Tables for Car Loads reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 18 tables, which show the equivalent in bushels of 32, 56, 60 and 45 lbs., of any amount from 20,000 to 75,000 lbs. Price \$1.50.

Bushel Values is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the
GRAIN DEALERS COMPANY,
10 PACIFIC AVE. CHICAGO, ILL.

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FACTORIES
MILLS, Etc.

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JEFFREY
MANUFACTURING CO.,

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NEW YORK.

DENVER.

Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9 1/4 x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather back and corners. **Price \$1.50.**

GRAIN DEALERS COMPANY
10 Pacific Ave., Chicago, Ill.

Clark's Record for Wagon Loads Received

Is for the use of country grain dealers. It is 9 1/4 x 12 inches, contains 160 pages and has room for records of 3000 loads. It is ruled for date, name, kind, gross and tare, net pounds, bushels, pounds, cents, dollars, cents and remarks. This book is printed on strong white ledger paper and bound in board covers, with leather back and corners.

Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,
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LOADING SPOUTS

That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for Catalog



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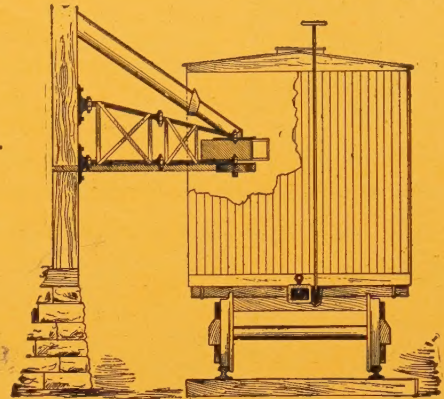
Ideal Automatic Car Loader

Manufactured at SULLIVAN, ILLS.

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Exclusive Agents for United States
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J. B. GOOD,
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Grain, Coal, Lumber.



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GENTLEMEN: Enclosed find check for \$80.00 for our Loader. It does the work in fine shape, we can fill cars quicker than two men could before.

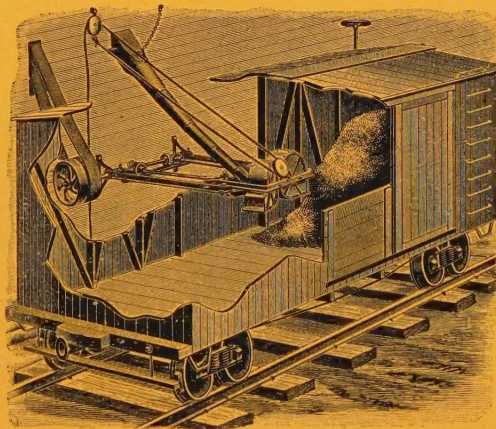
Yours truly,

J. B. GOOD.

Save \$1,000 by the expenditure of \$100 in the construction of new elevators by using the Ideal Loader. The above testimonial is a sample of what we are receiving from all our customers.

C. W. DOOLEY & CO., BLOOMINGTON, ILLS.

The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

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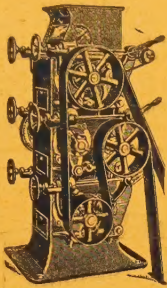
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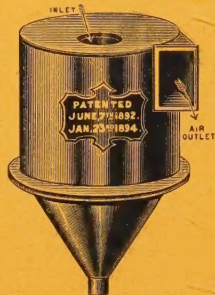
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REDUCE POUNDS TO BUSHELS

In order to determine the value of any weight of grain at a
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It is not necessary. By Using **CLARK'S DECIMAL
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